

ARMY



NAVY

THE GAZETTE OF THE LAND
SEA AND AIR

SPOKESMAN OF THE SERVICES
SINCE 1863

JOURNAL

VOL. LXXV—No. 8 WHOLE No. 2874
Ent. as 2nd class matter at P. O. at Washington, D. C.
Add entry Baltimore, Md., under Act of Mar. 8, 1879

Washington, D. C., October 23, 1937

ONE YEAR, SERVICE INDIVIDUALS \$4.00
ORGANIZATIONS AND CIVILIANS .. 6.00
SINGLE COPIES20

This Week

By M. I. N. I.

Navy Day is here again. The country is preparing to show the world that the Naval Establishment is one of its most popular institutions.

Secretary Swanson has a keen sense of publicity values. The laying of the keel of the North Carolina and the ceremonies attendant upon it will concentrate attention upon the fact that the battleship continues to be the backbone of the Fleet.

Col. Adna R. Chaffee, Chief of the Budget and Legislative Section of the General Staff, has an effective manner of expressing his views. Witness: "The Regular Army is the laboratory of military equipment and the basic instrument upon which military training is learned."

They are still talking at Governor's Island of the value of the CPX which was recently held under the able direction of General McCoy. He and his capable aides found many matters worthy of attention, including that of reserve mobilization.

It seems to me the country has not realized yet the meaning of the recent air trip of Maj. Gen. Frank M. Andrews and other officers of the Army. They flew from Langley Field to Fort Riley, witnessed a demonstration of aerial fire power, and returned, all within 19 hours and 25 minutes. Soon, our broad country will be under the air commander's hand!

Comdr. Edward W. Hanson, who will bring the new gunboat Erie to Washington within the next few days, will continue on to the Panama Canal Zone. It will be the job of this vessel to appear in ports where revolutions are occurring. A necessary and important part of naval equipment and duty.

Col. Alva J. Brasted, retiring Chief of Chaplains, is to be stationed at Fort Belvoir until his retirement two years hence. He will be conscious in this twilight of his active career of excellent service at the head of this important Corps.

All reports from Alabama indicate that Representative Hill will be elected to fill the vacancy in the Senate caused by the elevation of Justice Black. Mr. Hill's successor as Chairman of the House Military Committee will be Representative May, of Kentucky. I am happy to say Mr. May is a strong advocate of Army strength and efficiency.

The authorities in Washington will await with intense interest the arrival of Capt. Baxter H. Bruce, USN, who has just been detached from service on the staff of Admiral Yarnell and ordered to the Capital City. His knowledge of the war in the Far East will be helpful not only to the Services in their study of developments but to the President and the State Department.

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WD Staff Officers View Lessons of Maneuvers

War Department officials, analyzing this week reports of last Summer's maneuvers in various parts of the country, declare that the exercises reveal the need for speeding up communications and the services of supply and that the benefits of the training amply justify the cost of the concentrations.

Brig. Gen. George P. Tyner, Assistant Chief of Staff for G-3, stressed the importance of getting Regular Army and National Guard troops together for large scale maneuvers each year. In order to perfect the "team work" of the various units of organizations.

"The policy adopted five years ago of holding field exercises and a command post exercise in one of the four armies each Summer has amply proved itself," General Tyner said. "Now that all of the armies have had an opportunity to give their troops, both Regular Army and National Guard, actual field service together, the great value of this type of training has been demonstrated. It is indispensable to the efficiency of the armed services."

Discussing the need for revising the communication system, which was borne out in the Fourth Army maneuvers held at four concentration points in the West during August, General Tyner said that communications had in no sense fallen behind. Great strides have been made in this field since the war, he declared. Rather, he said, progress of the past few years in mechanization and motorization has so changed field operations that it is necessary to speed up the machinery for collection of information and transmission of orders.

It is more accurately a matter of reorganization of control than of communications, the G-3 head pointed out. Corrective steps to be taken, he said, will be along the lines of simplification of procedure—making orders more brief, cutting out certain echelons through which orders proceed, and reducing the number of times orders must be recorded. Use of voice radio may help some, it was said, although this cannot often be done because of the chance of revealing information to the enemy.

That the means of communications (as against the system of control) have kept up with the modern "stream-lined army" was well illustrated during tests held during the past week in Texas with the new infantry division. General Tyner said. An order was issued from division headquarters at 7 p. m., he stated, and by 7.57 all units had it. During World War days such a transmission would have taken at least six hours, it was recalled.

General Staff officers stated that the experimental division tests have shown the need for a complete reorganization of the Army's supply system. While this has not been evident in the army maneuvers because of the fact that plans could be worked out long in advance of the actual concentrations, mechanization and motorization has made the old DP system now on the books obsolete, it was said. The present system, officers de-

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Revise School Eligible Policies

The restriction against the assignment of any officer to the Army War College or to the Command and General Staff School next year who would not complete two years in their current duty assignment by Sept. 1, 1938 was rescinded by the War Department this week.

Objections from the chiefs of the various arms and services that the regulation prevented them from considering many of their best officers for school details, it was said, was responsible for the order. The restriction was placed in the War College and Command and General Staff School directives because of the shortage of travel funds resulting from the impounding of money under the Administration's economy drive.

It was listed among the eligibility requirements for selection for the schools and provided that to be qualified an officer must have:

"Served at least two years on their current assignment in the United States prior to Sept. 1, 1938, unless the officers concerned will become over the prescribed age limit between Sept. 1, 1938, and Sept. 1, 1939, in which case they may be recommended for selection even though they will not complete two years on current assignment prior to Sept. 1, 1938."

In view of the general policy against moving officers with less than two years service and the present limited travel funds, it was said, the restriction was written into the two senior school directives without full realization of its result in individual cases.

Test Division Supply Problems

The service of supply is undergoing a series of experiments in conjunction with the test program for the army's proposed new infantry division now underway at Ft. Sam Houston and the Leon Springs Military Reservation.

Aiming at greater mobility and increased fire-power the War Department tentatively has organized its "stream-lined" division with a force of 13,500 men—a small combat division which may replace the cumbersome post World War division now in use. The old division at war strength has a force of 22,000.

Compactness of organization in the test division has been secured by grouping divisional forces in four echelons namely: the command echelon, the reconnaissance echelon, the combat echelon and the service echelon.

The division tests here mark the first time in United States military history that the various supply and service functions so vital to the maintenance of a fighting division have been organized into a service echelon—considered to be of such importance that a brigadier general has been assigned to command it. Brig. Gen. Kenyon A. Joyce, Ft. Clark, Tex., commands the test division's service echelon. At no time prior to the present tests has a similar service group been engaged in extensive maneuvers.

In general the service echelon consolidates under one head the various small units of the old infantry division which were classified as special troops, (Please turn to Page 159)

Give Explanation For Suppression of Report

From an authoritative quarter this week came explanation of the Navy Department's action in instituting an investigation of the selection system and then abruptly suppressing the result.

The report of the General Board, submitted to the Secretary of the Navy a year ago, after eight months of intensive study, it was learned, not only criticizes the existing promotion system and the working out of the present personnel laws, but takes the selection boards to task for their procedure and actions.

The General Board or even the Navy Department itself it is pointed out might well officially admit that a particular law might not work to the best advantage of the Service and that changes should be made in the existing system, without any great tumult.

However, for any board of naval officers, much less the General Board, to formally criticize the actions of the selection boards, was considered by naval officials to be dynamite and liable to rock the foundations of the whole selective system, if the Service generally learned of it.

It has always been stoutly maintained by the Navy Department and by a great many of officers that whether or not the system was the best that could be devised, the selection boards were above reproach. They followed the law and within the limitations of human fallibility, gave every officer an even break, it was contended. The General Board report, it is understood, severely jolts this contention.

The report criticizes several particulars as to the selection boards. It finds a conflict between the precept given to the board and the oath taken by each member, in that in the board it is directed to make selections having in mind the best interests of the naval service and in the other to select the officers who are best fitted for the upper rank. In following the latter directive, it is pointed out, ten officers may be passed over to select the best fitted of those eligible and this might not be to the best interests of the naval service.

Selection boards were also criticized for passing over too many officers on several occasions, it was said. The report also declares, it was said, that selection boards have little if any knowledge of the service reputations of junior officers and therefore by implication do not always pick the best officers. Such findings on the part of an investigating board, naval officials believe, it is said, might give officers who have failed of selection some basis for objection to their fate, contending that if the selection boards had operated differently, in accordance with a different procedure within existing law, that they might have been selected.

It is extremely doubtful that the General Board report will ever see the light of day, in view of this situation. There is very strong opposition to its publication by officials of the Department, and it would take a very strong effort in Congress to overcome this attitude. The prospect is that the House Naval Com-

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Editors Debate Possibility of Soviet Intervention in Far East War

With the publication of recent news despatches telling of the appearance of supposedly Russian planes in the Chinese air force, the question of the Russo-China non-aggression pact again comes to the front and American editors ask—"Just how far is Russia going in her support of China?"

The St. Paul, Minn., *Dispatch* writes, "While it is not wholly impossible that the Soviet Union may be secretly sending military supplies to China, there are a number of circumstances which contradict this view. The most obvious is the fact that Japanese forces are in possession of the only passable direct route between Siberia and China, an unimproved caravan trail via Kalgan."

"The strong position taken by Soviet Russia in respect to the bombing of Nanking by Japanese fliers directs attention to the difficulty that Tokyo is experiencing in waging war in China without causing an open breach with the Soviet, friend of China," is the summation of the situation as seen by the Erie, Pa., *Times*.

"Moscow says that it will hold Japan responsible if the Russian embassy in Nanking is bombed," the Pennsylvania paper states. "There is a long borderline between Siberia and Manchukuo to be considered. Any Russian attack there would be of great assistance to the Chinese. Thus the threat of Moscow to hold Tokyo responsible if the Soviet embassy is bombed constitutes a real menace to the success of the Japanese campaign. Japan could scarcely hope to stem a Russian invasion of Manchukuo while the flower of her army is fighting China."

The Dallas, Texas, *News*, comments, "If Stalin should decide to send Russian armies to help China push the Japanese invaders back to the sea, Japan may find herself entangled in a longer and more difficult war than she bargained for."

"Although Russia has given evidence of trying to avoid war, her commercial interests in China and her ill will toward Japan suggest that she may be in a somewhat receptive mood toward Chinese proposals."

"Japanese troop concentrations on the Manchukuo-Siberian border suggest that Japan is fearful of Russian aid for China. Japan, weak in financial backing and in natural resources, will have occasion for fear if Russian participation becomes a reality. Russia is no longer the weak country that Japan whipped a generation ago. Unless attacked by Germany on her Western frontier, Russia could give Japan a good many reasons to regret the starting of the present war in China."

The Toledo, Ohio, *Times*, expresses the situation in much the same way, saying, "When Dimitry V. Bogomolov, Soviet Ambassador to China, left Nanking abruptly to fly to Moscow, Japan interpreted the move by sending more troops to the Manchukuo border."

"It would be a simple matter for Russia to give a hand to the Chinese. The Soviet government has about everything the Chinese lack, artillery, planes and trained army officers. Japan is not wrong in fearing an active alliance between China and Russia. If such union took place, even on such an unofficial scale as outsiders have entered Spain, Japan's chances of coming out victorious would be doubtful."

"The great and good friends of China in the Occident have all held up their

hands in horror over the Japanese bombing of interior towns, and have let the Chinese know that, short of sending guns and ships and money, they are for her," is the sarcastic tone of the Nashville, *Evening Tennessean*, commenting on the fear of the rest of the world that if China accepts aid from Russia she may go communist. "But it is precisely material assistance of that order which is China's crying need. She cannot defend her cities with Western sympathy, nor shoot good wishes in her anti-aircraft guns. And she is facing as she fears and has reason to believe, national extinction."

"Hence who can blame the old dragon if he addresses his most urgent plea to the Russian bear? And which of the great and good friends of China among the capitalist nations will condemn her for seeking wherever she may find it the help which they are not prepared to give?"

The Los Angeles, Calif., *Times* comments, "The sharp tone of the note sent by Moscow protesting the bombing of Nanking and defying the Japanese to bomb the Russian embassy there, may be advance indication of an intention on the part of Stalin to take a hand in the Sino-Japanese affair."

"Japan has undoubtedly gambled heavily on Russian non-participation, which Tokyo presumably felt was guaranteed by Russia's internal troubles and by the danger of attack by Germany."

"But the danger of Germany starting a fracas in Europe seems to have diminished measurably, and Stalin may have his internal foes under enough control so he can now go ahead."

"The note reads much like an ultimatum. It declares to Japan flatly that the Russian embassy at the Chinese capital will not be evacuated and that Japan will be held responsible for any bombs dropped in its vicinity. The contention that Chinese planes may bomb the embassy in disguise it rejects as a subterfuge, and says no such excuse will be acceptable."

"These are strong words for the language of diplomacy. It looks much as though the Russian bear is sharpening his claws. What form Russian participation might take is, of course not predictable with accuracy; but important Japanese cities are within reach of Russian bombers, flying from Vladivostok. The Russian air fleet is with little question much superior to the Japanese; nor could Japanese bombers retaliate very effectively on Russian territory."

"On the face of it, it would seem that Russia could most effectively carry on a war in the air; and it would bother the Japanese high command to defend against it."

The Columbia, S. C., *State* says, "In reply to Japan's representations to Russia that the Chinese were intentionally repainting their planes to look like Japanese planes in order to blow the Russian embassy at Nanking off the map and incriminate Japan, Russia replies to Tokyo that if anything happens to the Russian embassy at Nanking, responsibility would rest with the Japanese government whether the embassy were bombed accidentally or intentionally."

"That 'whether intentionally or accidentally' sounds very much like the 'You're It' with which Maxima Litvinoff plastered Italy. Sounds too, like very bad news for Tokyo."

Beware!

Our subscribers and readers are advised that the Post Office Department has issued the following fraud order against the firms named herein. All advertising of such firms should be disregarded and no money should be sent to any of them.

Army and Navy Journal:

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Now, therefore, by authority vested in him by said laws the Postmaster General hereby forbids you to certify any postal money order drawn to the order of said parties and you are hereby directed to inform the remitter of any such postal money order that payment thereof has been forbidden and that the amount thereof will be returned upon the presentation of a duplicate money order applied for and obtained under the regulations of the department.

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thereon, to be disposed of as other dead matter under the laws and regulations applicable thereto.

(Signed) S. W. PURDUM,
Acting Postmaster General.

New Navy Promotion Plan

When the House Naval Committee takes up the selection problem this Winter, it will probably have before it, besides the Vinson and Maas bills, another plan for solving the Navy promotion troubles.

The measure, the fruit of nearly three years' research and study by an officer of the Service, would set a personnel system considerably different from the present system or that proposed in either of those two measures. It provides selection—all along the line—but a much less drastic selection than the present law or the Vinson bill (for the latter would change only the existing procedure of disposing of officers not promoted and not the system of selection).

A much larger percentage of each Academy class would reach the grades of commander and captain under the plan and the great majority of officers would have a career of from 24 to 30 years. Nor would it load up the upper grades as would the present Maas bill, involving increased cost. In fact it only slightly increases the commander grade and would cost less rather than more.

The explanation is that promotion would be slower. Officers would not advance every seven years as the present system is supposed to provide. But although progress would be delayed through the middle ranks, officers would arrive at the grade of captain at the same time as at present and at flag rank even earlier. Also, possibly objectionable from the point of view of the Navy as a whole is the fact that officers would spend less time in the senior grades than at present.

In this connection however, sponsors of the plan contend that while officers would

spend less time in these grades they would, under the terms of the measure, have the same amount of sea service as present, and that the rank of officers is unimportant on shore. Moreover as to the first objection, it is contended that officers would be willing to serve longer periods in the lower grades—with less pay—if their chances for reaching the higher grades would be measurably improved and that the interests of the Navy as a whole would not be affected.

All members of a class, under the plan, would be promoted at the same time, all promotions taking place on July 1 of each year. A two-year revocable period for ensigns would be established as at present, with, however, a requirement that not more than 330 officers could be given permanent line commissions each year. With staff transfers, it is estimated that about 15 officers would be eliminated by revoking their commissions under this limitation. Advancement to junior lieutenant would be as at present, by seniority and without any elimination. Promotion to lieutenant, however, would not be until after nine years' commissioned service, at which time from 5 to 8 per cent of the class would be selected out. These officers would be discharged with two years' pay.

Promotion to lieutenant commander would not occur until after the completion of 19 years' service, five years longer than the present system is supposed to provide and three years longer than as is the fact at present. Then the class would be reduced to 200 members, eliminating, it is estimated, from 8 to 21 officers from an average class, as against fifty to sixty per cent cut now. Officers not selected would be retired.

Officers would be promoted to commander after 24 years service with a maximum of 150 who could be promoted. Promotion to captain would be after 28 years with a limit of 90 who could be promoted. However, after 30 years service, half of these would be retired. Six

officers from a class would be promoted to flag rank each year, there being selection out in the grade of rear admiral to assure vacancies.

Another feature of the bill provides for the rearrangement of classes on each promotion from lieutenant commander up. In view of the greatly varying sizes of many of the present classes in all ranks, provision is made for apportioning annual promotions for a period of years among them equally. Extra number promotion is used in some cases to ease out "humps," particularly in the grades of lieutenant and lieutenant commander. Elimination of the present extra numbers in the grade of lieutenant is obtained by selecting a percentage of them for advancement and retiring the others earlier than at present.

Practically all of the officers who have studied the measure to date generally favor the plan, and many, particularly those in the lower grades, consider it superior to anything proposed thus far.

Sports at Fort Warren

Ft. Francis E. Warren, Wyo. — The Twentieth and First Infantry Regimental Football teams met in the Post Bowl, Saturday afternoon, Oct. 16, for the first gridiron battle of the season, the First defeating the Twentieth by a score of 20 to 6.

The 76th Field Artillery team will play the Twentieth today. Capt. A. F. Gilmartin is coach of the Twentieth team. Maj. Henry W. Robinson is coach of the First Infantry and Sgt. R. R. Ricketts is mentor of the Artillery team. The Twentieth Infantry won the championship from the First last season, for the first time in fifteen years.

The rivalry is keen between the three teams, and Ft. Warren fans are looking forward to some real football this season. The Fort Riding Classes will begin on Nov. 1, with Capt. Jacob Moon as instructor.

Pershing Decision Upheld

Speaking at the dedication of a statue of General John J. Pershing at Versailles, Oct. 6, as a memorial to the American Expeditionary Forces, Marshal Petain declared that the A.E.F. commander was right in his insistence in preserving the entity of the American Army in 1917.

Recalling the demands of the Allied high command that American troops be used as replacements in British and French infantry regiments, the Marshal said:

"If General Pershing had acceded to these demands it would have caused the scattering of his fighting forces disappearing in the immense conflict and the impossibility of their taking part in the battle as powerful and individual units. With a correct understanding of the psychology of the American people and soldiers, he concluded that such a scattering of his forces was unacceptable and that the American soldier would only give his best results when in national units. * * The events and the approval of his country have proved that he was right."

Praising the American soldier and his chief, Marshal Petain stated:

"In contrast with the French soldiers who, by their heavy losses in men and ruin of their material resources were frightened by the task still to be accomplished, the American soldier brought invincible confidence in ultimate victory. He was sure that the American Army would succeed in breaking the equilibrium and would assure to the Allies and to himself a victory which he desired to be complete."

"It is to the eternal honor of General Pershing that he knew how to create such a soldier and such an army. For that Army and its Chief are worthy each one of the other."

The monument, an equestrian statue of General Pershing, was erected by the City of Versailles with funds raised by popular subscription among the people of France. Maj. Gen. James G. Harbord, USA-ret, chief of staff of the A.E.F. and now chairman of the board of the Radio Corporation of America, was present with General Pershing at the dedication. The text of Marshal Petain's address follows:

In April, 1917, the War entered its 33rd month. After so many undecisive battles, after the deception which followed the one period of hope and confidence, the French Army was the victim of general lassitude. It no longer found in the nation that moral support which, since the beginning of the War, had kept it courageous.

For the first time, at the front as well as in the rear, its confidence wavered. France was in doubt, and its will to persevere until final victory was shaken.

By good fortune, our enemies were at that moment working for us. Its insults to the flag of the Union raised the indignation of the American people and caused the United States Government to enter the War.

It was then that the first American soldier came to France.

On this foreign soil, the need to fight was doubtless less apparent, less precise and less imperative than it was to the French soldier. This latter defended his home, his land, he protected them with his life, drawing upon the very soil of his country for the necessary courage. The American soldier however, at a distance of 4,000 miles from home, received no moral comfort directly from his country. Obligated to live and to fight amidst an army and a population, whose language and manner of thinking were equally strange to him, he was the victim of a loneliness, that even his vitality and natural gaiety were sometimes barely able to overcome.

The French should try to imagine the state of mind of a citizen of Illinois or of Virginia who has left his home and crossed the ocean to fight in a strange country against an adversary with a formidable reputation. He was asked to follow the line of duty with the most disinterested devotion, ready, if necessary, to sacrifice his life. The American citizen responded magnificently to this demand. From his distant country, he brought the faith of a child, never touched by doubt in the supreme strength of his nation.

Having an almost inexhaustible supply of man-power, a land rich in natural resources, and a subsoil containing all the necessary raw materials needed for war, with unlimited credit, all was thrown into the balance by the Government of the United States in the first part of April, 1917.

An untired young nation took her place be-

side the exhausted powers of the western world.

In contrast with the French soldiers who, by their heavy losses in men and ruin of their material resources were frightened by the task still to be accomplished, the American soldier brought invincible confidence in ultimate victory. He was sure that the American Army would succeed in breaking the equilibrium and would assure to the Allies and to himself a victory which he desired to be complete.

It is to the eternal honor of General Pershing that he knew how to create such a soldier and such an army. For that Army and its Chief are worthy each one of the other.

The task was immense and time was short. I have often had the occasion to praise the immensity and the accomplishment of that extraordinary effort of military organization which succeeded in equipping and arming four million men, in transporting two million soldiers to France and instructing them and to throw 1,300,000 into the battle. General Pershing's task was a very delicate one in placing his troops in action, as he had to carefully take into consideration the mentality of the Allies and the very different one of the American people and soldiers. At the beginning of 1918 the gravest question was to reconstitute their Infantry units which had been decimated by the first battles of the year; and they demanded insistently the amalgamation of the American contingents in their Infantry ranks.

If General Pershing had acceded to these demands it would have caused the scattering of his fighting forces disappearing in the immense conflict and the impossibility of their taking part in the battle as powerful and individual units.—With a correct understanding of the psychology of the American people and soldiers, he concluded that such a scattering of his forces was unacceptable and that the American soldier would only give his best results when in national units. The American people awaited the exploits of her sons, they must not be deceived for fear of slowing up their prodigious effort.—Only General Pershing was qualified to decide this question and make the necessary decisions. By resisting the proposals of the Allied Commanders who wished to incorporate the United States Infantrymen with their own, it is true he assumed towards his country, towards the Entente and towards History a great responsibility, as he risked not being ready before the crushing of the Franco-Britannique forces.—The events and the approval of his country have proved that he was right.

Though resolved to engage his army only as an individual force, he was nevertheless the first in that historical gesture during the serious days of the beginning of 1918, to place his regiments at the disposition of the Allies in spite of their insufficient instruction. That day the American Commander-in-Chief showed a valorous spirit and soldierly comradeship which it is impossible to forget. The gratitude of our country has proved today that we have not forgotten.

This Monument is in effect an evidence of French gratitude, and especially of the French soldier towards the American soldier, who fought by our sides as he would have done in his own country and for his own people, and towards General Pershing, the great Commander, whose strong and perfect judgment and great heart express perfectly the high quality of the American people.

I remember very well the first officers who were associated with him, Generals Liggett, Bullard and Dickman, Army Commanders, Generals Summerall and Hines, Generals Commanding Army Corps, and the Generals who, with the Legionnaires, represent the American Army, and among whom I am glad to see General Harbord, Pershing's Chief of Staff, General Dawes, Purchasing Agent for the AEF and General Parker, who was in charge of liaison between the French and the American Armies.

Commemorating the events of the 18th century as well as the fighting of 1918, this Monument of French gratitude will remind us, if such is necessary, of the urgent necessity for our two nations to continue as in 1918, faithful to the oath of 1778, and to live in "a sincere and true friendship."

1st Division Views War Start

Twenty years ago, Oct. 21, the First Division, AEF, spearhead of America's combat effort in France, first entered the battle lines on the Western Front, taking over the Sommerville Sector on the Lorraine Front, where soon the first shot by the United States in the World War was fired, the first Americans killed, and our first German prisoner taken.

At First Division headquarters, now located at Fort Hamilton, N. Y., and at Governors Island, Fort Wadsworth on Staten Island, and other Army posts in New York and adjoining states where

presentday troops of the war-famous "Fightin' First" are permanently garrisoned, fitting ceremonies were held to commemorate the anniversary.

Brig. Gen. Perry L. Miles, the present Division Commander, in a General Order issued at Fort Hamilton said the date of Oct. 21, 1917, "marks the beginning of an unbroken chain of successes and heroic achievements which culminated with the Armistice on Nov. 11, 1918."

The Sixteenth Infantry at Governors Island, the First Division regiment which lost the first three Americans killed in France, and the Eighteenth Infantry at Fort Hamilton in Brooklyn and Fort Wadsworth on Staten Island, the unit of the Division which captured our first German prisoner, were among troops of the Division that assembled to hear a message from General Miles to present and past members of the Division.

It was Battery C, 6th Field Artillery, that at 6:05 A. M., Oct. 23, 1917, two days after the First Division entered the battle lines, fired America's first shot in the World War. Infantry captured the first German prisoner taken by American troops.

In the early morning hours of Nov. 23, 1917, the first three American soldiers to die in a World War engagement lost their lives. They were Cpl. James B. Gresham, Pvt. Thomas F. Enright and Pvt. Merle D. Hay, all members of Company F, 16th Infantry, which is now stationed at Governors Island. Their sacrifice is commemorated by a monument erected at the town of Bathelmont, France.

In France the First Division's casualty list rose to 22,688 officers and men. Almost five thousand were killed outright in battle. Every state, as well as Hawaii, Alaska, the Philippines, Guam, and the Canal Zone, was represented in the ranks of the Division.

As troops of the First Division stood in formation the message of the present Division Commander was read at all Divisional garrisons as follows:

"It is with the most profound respect and a deep sense of appreciation that I extend my greetings and best wishes to the present and former members of the First Division on the occasion of their commemoration of Organization Day of the First Division."

"On this Twentieth Anniversary of the Division's entry into mortal combat with a foreign foe on the battle-scarred fields of France, we renew faith with our former comrades who made the supreme sacrifice, and rededicate ourselves to carry on unceasingly the high traditions of service to our country which actuated them, and to foster the ideals of pride of service and sustained morale which was maintained throughout their service in the World War."

"As long as its organizations endure, its traditions will be consecrated, its character preserved and its record unblemished by those who constitute its membership today and those who are to come, as they are the same type of American manhood as those who suffered and those who died. In them lives the souls of the First Division—and souls are immortal."

Cite Maneuver Lessons

(Continued from First Page)

clared, was based originally on animal transport, and will not hold up under the faster moving operations of today.

Discussing the need for bringing units of each army together at least every four years for training, officers declared that instances were noted during the Fourth Army maneuvers this summer of troops of one arm which had never operated with those of another. One National Guard division, it was said, has its units located in more than one hundred towns scattered over several states, and all units had not been together since the World War. Another case cited, was of a National Guard regiment of 75 mm. guns. Most of the soldiers, until this Summer, had never seen Infantry operating in large areas before and were much interested in their sudden appearances and disappearances as they moved forward and then sought cover.

Cavalry In the Far East

In and around Shanghai, Cavalry has played little or no part as a combat arm. Cavalry operations, demanding as they do large areas in order to work most effectively, have been rather difficult in the South.

In the North, there has been some use made of the mounted arm. The Japanese, according to available information, have their mounted troops divided into two organizations. The first, is divisional Cavalry, which works in conjunction with the organized infantry, the second, is an Army Cavalry organized into 4 brigades, estimated to be slightly smaller than ours.

The Japanese Cavalry is armed with carbine, sabre, pistol, bayonet, and light and heavy machine guns. The brigade organization has a component of light tanks, the only mechanization in Japanese Cavalry.

The Japanese use a smaller horse than we do, because of the lighter weight of their cavalymen and the availability of the smaller animals. There have been news reports that the Japanese have attempted to buy horses in South America.

In the North, although detailed confirmation is lacking, it is the opinion of military experts that Japan will use Cavalry extensively in subduing sporadic outbreaks in the conquered territory and in policing the area. Japan, due to economic conditions, has established no breeding farms or re-mount stations comparable to ours, and therefore has a generally inferior type of horse. The horses in use in the North are mongolian ponies, of great stamina and ability to forage for themselves as they will largely be required to do. It is believed that the Japanese have not been called upon enough in recent years to develop fully and to appreciate the need for a Cavalry arm. This is shown by their lack of organization of Cavalry above a brigade.

The Chinese Cavalry organization responds more closely to the guerilla raiders of another day in our own history.

The various warlords operating in China for the past few decades have had their personal cavalry, and in fact have operated extensively with Cavalry.

The North Chinese have established a reputation for horsemanship extending back through the centuries, and probably will instigate frequent raids on the Japanese holdings.

It is expected that Chinese Cavalry will make re-occurring attempts to break the Japanese line of communications with quick attacks.

All in all, however, Cavalry has not yet played a major part in the fighting.

This Week

(Continued from First Page)

I am glad to report that Senator Shepard, who has been ill at Walter Reed, has gone to Bermuda, where he is rapidly regaining his strength. The Senator has the ardent wishes of the Army for his complete recovery.

Paymaster Faces Court-Martial

Brig. Gen. Harold C. Reisinger, Paymaster of the Marine Corps, will be tried by general court-martial at Quantico, Va., Oct. 25, or shortly thereafter, the Navy Department announced yesterday, on charges of "conduct to the prejudice of good order and discipline." The specifications in substance are: Making erroneous reports in connection with his individual official travel account.

Members of the court will be:

Maj. Gen. James C. Breckenridge, USMC.

Brig. Gen. Randolph C. Berkeley, USMC.

Brig. Gen. Frederic L. Bradman, USMC.

Brig. Gen. Douglas C. McDougal, USMC.

Brig. Gen. Richard P. Williams, USMC.

Brig. Gen. James T. Buttrick, USMC.

Capt. John F. Hatch, SC, USN.

Maj. Joseph W. Knighton, USMC, will be judge advocate.

General Reisinger has been relieved from duty. Col. Russell B. Putnam was named Acting Paymaster of the Marine Corps.

THE UNITED STATES ARMY

New Bomber Passes Test

The War Department announced this week that the new XB-15 bomber has successfully completed its first test flight at Seattle, Wash.

The big four-engined monoplane was piloted by Edmund T. Allen, consulting engineer and test pilot of the Boeing Aircraft Company, with Major John D. Corkille, U.S.A., as copilot.

During its maiden voyage the giant aerial cruiser circled over the Pacific Northwest while the crew carefully checked its operation. Additional flights will be made before the plane is delivered to the Army Air Corps at the Materiel Division, Wright Field, Dayton, Ohio, for more thorough service tests.

The new bomber has a gross weight of more than thirty tons. It is approximately ninety feet long, eighteen feet in height, and its wings have a spread of one hundred fifty feet. It is a streamlined, mid-wing type all-metal monoplane similar in general appearance to the four-engined B-17's, the so-called "Flying Fortresses," that are now in service in the Army Air Corps, but noticeably larger. Power is supplied by four 1000-horsepower twin-row Pratt and Whitney "Wasp" Sr. engines, each of which is accessible to the crew during flight by way of passages through the wings.

In addition to the main power plants, there are two auxiliary gasoline engines located inside the airplane, driving the generators in a 110-volt alternating current electrical system which involves approximately seven miles of wiring throughout the plane. Formerly the current for electrically-operated devices in airplanes has been supplied through a low-voltage battery direct current system. The XB-15 has a double-track landing gear, with four huge pneumatic tires. Both landing gear and tail wheel are retractable. Wheel brakes are air-operated.

Complete living and sleeping quarters for the crew are included in the plane to accommodate the flight personnel during sustained operations. The kitchenette contains electric hot plate, percolator, soup heater and dry ice box. The working and living quarters are thoroughly sound-proofed, heated and ventilated.

Modern devices for safety and efficiency of operation are provided, including elaborate radio equipment, automatic pilot, de-icing installations, apparatus for fire protection; and wing flaps to reduce the landing speed.

Defensive armament consists of six enclosed machine gun emplacements—a nose turret, a top turret, and four streamlined "blisters," one on each side and two on the bottom of the fuselage.

After completing the initial test flight, Major Corkille notified the War Department by telegraph of the results obtained, reporting that it was flown without difficulty, that its engines functioned smoothly, and that the plane handled easily and maneuvered readily. It indicated no unexpected flight tendencies or characteristics, and landed without any untoward incident.

When tests at Seattle and at Wright Field have been completed and all technical inspections have been made and flight performance data catalogued, it is quite likely, Army officials stated, that the plane will be sent to The General Headquarters Air Force, Langley Field, Virginia, where it will work alongside the B-17 Boeing bombers in the 2nd

Bombardment Group there.

Army Air Corps officers were interested in comparing it with the "Flying Fortresses," believing that this comparison would disclose many of the answers which are being sought in the military large plane program.

Courts of Inquiry Named

With the completion of the work of the "B" board, the War Department this week named eight courts of inquiry to hear the cases of officers who desired to contest their temporary "B" classification before they are placed permanently in class "B."

The boards named will meet at the call of the senior member at the headquarters indicated:

Third Corps Area

Col. Frederick G. Kellond, Inf.
Col. Archibald F. Commiskey, Cav.
Col. Consuelo A. Seane, SC.
Col. Frank E. Davis, QMC.
Col. Henry W. Baird, Cav.
Recorder: Maj. Thomas T. Trapnell, JAGD.

Fourth Corps Area

Brig. Gen. Robert O. Van Horn, USA.
Col. Napoleon W. Riley, QMC.
Col. Charles B. Elliott, Inf.
Col. Alfred L. P. Sands, FA.
Col. Charles K. Nulsen, Inf.
Recorder: Capt. John H. Corridon, JAGD.

Fifth Corps Area

Col. Edgar A. Fry, Inf.
Col. Will L. Pyles, MC.
Col. Charles A. Clark, QMC.
Col. Everett N. Bowman, Inf.
Col. Clyde L. Eastman, SC.
Recorder: Lt. Col. Theodore Hall, JAGD.

Sixth Corps Area

Col. J. Alfred Moss, FA.
Col. Thomas L. Sherburne, Cav.
Col. Mathew A. Reasoner, MC.
Col. Isaac S. Martin, Cav.
Col. James P. Marley, FA.
Recorder: Capt. Augustus R. Taylor, (FA), JAGD.

Seventh Corps Area

Col. Richard H. McMaster, FA.
Col. William H. Waldron, Inf.
Col. John S. Chambers, QMC.
Col. William B. Pope, Cav.
Col. Robert P. Glassburn, CAC.
Recorder: Lt. Col. Alexander Wilson, CWS.

Eighth Corps Area

Brig. Gen. Charles F. Humphrey, jr., USA.
Col. Haywood S. Hensell, MC.
Col. Edward A. Keyes, Cav.
Col. Arthur W. Lane, Inf.
Col. Felix Emmanuelli, Inf.
Recorder: Maj. Clarence E. Brand, JAGD.

Ninth Corps Area

Col. Joseph K. Partello, Inf.
Col. Ralph Talbot, jr., FA.
Col. Owen S. Albright, SC.
Col. Jacob E. Fickel, AC.
Col. James H. Laubach, QMC.
Recorder: Capt. Edgar A. Jarman, JAGD.

Panama Canal Department

Col. William T. Carpenter, CAC.
Col. John L. Jenkins, Inf.
Col. John S. Sullivan, Inf.
Col. Carl C. Oaks, FD.
Col. Edward A. Stockton, jr., CAC.
Recorder: Lt. Col. Augustin M. Prentiss, CWS.

President at St. Paul

When Maj. Gen. Stanley H. Ford, 7th Corps Area commander, and Brig. Gen. Campbell B. Hodges, who was accompanied by his aides, greeted President Roosevelt on board his train in St. Paul Monday evening, Oct. 4, the Commander in Chief inquired about the "streamlined" division, and manifested much interest in General Ford's discussion of the new organization. The President also asked, "How is old Ft. Snelling?"

"Very fine, thank you, Mr. President," replied General Hodges, "We hope you can pay us a visit some time."

"I'd like to," said the President, "You know, I've never seen Ft. Snelling." General Hodges explained the plans for making a museum of the old Round Tower, and the Commander in Chief commended that idea.

—Ft. Snelling Bulletin.

Retired Officers Association

During the period Oct. 1-14, the Retired Officers' Association increased its membership by the enrollment of eleven new members.

Communication in Division Test

Ft. Sam Houston, Tex.—Every conceivable mode of communication will be used during the test of the proposed new infantry division now underway here, which will continue through Nov. 13.

Short-wave radios, field printer-telegraphs, manually operated but improved Morse code telegraphic systems, improved field telephones—and even visual signal methods will be in use during the test.

Under the proposed division set-up a new idea of maintaining communications is being tried out. This provides for personnel of the Signal Corps to take over the establishment, maintenance and operation of communications from division headquarters down to and including infantry battalions and from division headquarters down to the battalion switchboards of the field artillery battalions, as well as install and operate the extensions to the various command and staff officers.

Under the division organization now in use in the United States Army each regiment, battalion, company or battery is responsible for the successful operation of its own signal system. Infantrymen, artillerymen, medical troops, or engineers are assigned to the job of setting up and running their own phone, radio or telegraph systems from the brigade down to their respective units.

Under the present set-up the Signal Company of the division is responsible only for establishing an adequate communications net from the division headquarters down to the infantry or field artillery brigades, and operate the installations around division headquarters.

Organizers of the proposed division have abolished the brigade set-up, which formerly provided for two infantry brigades and one field artillery brigade in each division. Now there are three infantry regiments and one field artillery regiment of four battalions. The function of the division signal company remains the same in the new division—that of laying lines and maintaining communication between the division headquarters and the three infantry regiments and one field artillery regiment.

In addition to the Signal Company, however, there are provided in the new division organization Signal Corps personnel for attachment to regiments and battalions. It is these men who will lay lines and conduct communication between the infantry regiment and the battalions. They also will lay lines from the artillery regimental headquarters down to the field artillery battalions. While signal Corps soldiers will operate infantry battalion switchboards for inter-battalion and intra-battalion communication, the field artillery communications personnel will continue to operate the fire control communications for this arm of the service.

For the purposes of the division test the 51st Signal Battalion, Ft. Monmouth, New Jersey, has furnished the signal personnel for attachment to the combat units. One platoon of 75 men has been attached to each of the three infantry regiments. Each platoon has been divided into four sections, a section to operate with each rifle battalion and machine gun battalion of the infantry regiment. Forty-one men of the 51st are attached to the field artillery regiment.

Fourteen Signal Corps soldiers from Ft. Bliss, Texas, are attached to, and operate communications for the reconnaissance squadron, a new divisional unit.

Approximately 500 members of the Signal Corps will operate the communications devices for units to which they are attached under the supervision of 25 Signal Corps officers.

Equipment includes four printer-teletypes, 57 short-wave two-way radio sets and 37 telegraph communications apparatus. Other than these enumerated will be radios for field artillery batteries and battalions; radio equipped scout and combat cars of the reconnaissance squadron; radios set up in tanks and armored cars and other miscellaneous equipment operated by the smaller units. Infantry battalions do not have radio sets regu-

larly assigned. Regimental headquarters assigns radio sets to the battalions most strategically situated according to the exigencies of the situation.

Telegraph and phone lines, however, will be laid all the way from division headquarters to battalions.

An innovation in military field use will be the printer-teletype, a part of the communications equipment of the test division.

So the Signal Corps soldier comes into a new phase of service, that of providing other units with efficient communications so that more man-power will be freed for actual combat in the front lines. Signal Corps officers here said that the idea is a popular one with signal troops who have rapidly assimilated themselves into the units to which attached and are wholeheartedly contributing to maintain the esprit d' corps of their new parent unit.

Add to the Army's modern system of communication apparatus the time-honored foot messenger, the motorcycle, the pigeon and even the lowly bicycle and there is presented every conceivable means of transmitting the orders of the division commander to his unit commanders with efficient dispatch.

West Point Candidates

The following-named candidates have been designated by the President for the March 1, 1938, entrance examination with a view to admission to the United States Military Academy at West Point, New York, on July 1, 1938.

John William Barnes, Pvt., Hq. Btry., 1st Bn., 51st CA, Ft. Monroe, Va.
John Francis Buyers, Washington, D. C.
William H. Crosson, jr., Pvt., Hq. Btry., 1st Bn., 51st CA, Ft. Monroe, Va.
Cecil M. Curis, Baltimore, Md.
Charles Robert Finley, jr., c/o Stantons Preparatory School, Cornwall, N. Y.
A. Donald Fisk, jr., 1918 N St., N. W., Washington, D. C.
James Henry Hogan, c/o Capt. J. L. Hogan, Ft. Totten, N. Y.
Walter D. McCord, jr., c/o Bordentown Military Institute, Bordentown, New Jersey.
Lawrence F. McGuire, Pvt., Co. I, 16th Inf. Ft. Jay, New York.
William Clarence Moore, 6723 S. E. Yamhill Street, Portland, Ore.
Carver Norton Smith, 3222 Pershing Drive, Arlington, Va.
Frank C. Szhner, jr., c/o USS Koka, San Diego, Calif.
Frank Thorp, III, 2129 18th Street, N. W., Washington, D. C.
Matthew Burke Thorp, 2129 18th St., N. W., Washington, D. C.
Max C. Vidal, Pvt., West Point Preparatory School, Ft. Monroe, Va.
Dorwin Leonard Boller, R. F. D., Palom, Washington.
Benny Y. Snalder, 2954 23rd Street, San Francisco, Calif.

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NG Association To Meet

Anticipating an attendance of over one thousand Officers, the annual meeting of the National Guard Association will open on Thursday, October 28, at Montgomery, Alabama, and continue through October 30.

Marking the first time in years that a National Guard Convention has gone so far into the deep South to hold its annual convocation, it is expected that this year's convention will be one of the greatest ever held.

An extensive entertainment program has been arranged by the local committee, and delegates to the convention and their wives are assured of a pleasant and entertaining stay in the Southern city. The ladies in attendance at the convention will be taken on a motor trip to points of historic interest in and around Montgomery, including Maxwell Field, and an old-fashioned Alabama barbecue has been arranged.

If the convention finishes its meetings by Saturday noon, arrangements have been made to take any or all delegates on a trip, by Army airplane or auto, to the Infantry School at Ft. Benning, Ga., for a tour of inspection. One of the highlights of the convention program will be the annual Grand Military Ball, to be held at Maxwell Field, on Friday evening, October 29.

The Executive Council is expected to render a very favorable report of the work of the various committees since the Providence, R. I., convention of last year.

The bulk of all the resolutions, a record list, have been successfully carried out and the largest appropriation ever obtained for the National Guard of the United States in any year, amounting to approximately \$41,500,000, was granted by Congress after a successful hearing before the Military Sub-Committee of the House Appropriation Committee with the executive council of the National Guard Association.

Major General Milton A. Reckord, Chairman of the Legislative Committee, is prepared to submit the report of the Committee to the convention.

The Legislative Committee will report the attainment of a raise of \$12.50 a month in the rental allowance of regular Army men detailed as instructors to the National Guard. Funds were also secured for additional tanks for the 18 tank companies in the National Guard and for additional motor vehicles and tractors. An appropriation of \$25,000 was made to pay for the loss and damage caused by Federal trucks while being used by National Guard troops during the summer field training.

In connection with next year's legislative program, General Reckord said this week that improvements at National Guard camps will be sought.

"For a number of years, nothing has been appropriated in connection with construction at summer training camps," he said. "We will endeavor to discuss this matter fully, and we believe that an appropriation of \$1,000,000 will be asked."

Other legislative policies expected to be approved, said General Reckord, include a resolution asking for the addition of suitable rifle ranges throughout the country at the home stations of the various units. These ranges are not expected to be elaborate affairs, but rather easily accessible and adapted for group rifle training.

One of the prime matters to be under discussion at the Montgomery meeting will be the revamping of existing legislation prohibiting regular Army officers, serving with the National Guard, from immediately becoming members of the General Staff of the Army.

Legislation to that effect was introduced at the recently concluded session of Congress, but was blocked because members of the Senate Military Affairs Committee believed the proposed law to be too broad in some of its aspects.

General Reckord, in his capacity as Chairman of the Legislative Committee, National Guard Association, said that every effort will be made by the convention to discuss this matter thoroughly and to arrive at an acceptable piece of

legislation to be presented to the impending special session of Congress.

The budget for the National Guard for the coming year will occupy a major part of the discussions of the Convention. Additional funds will be asked for anti-tank and anti-aircraft equipment, as well as for the expansion of the National Guard to its authorized strength. An increase to 210,000 is looked for within the next two years.

Reserves, NG In Exercise

Supported by Army Reserve officers of the 303rd Chemical Regiment using actual tear gas and smoke grenades, candles, and smoke pots, two battalions of the 114th Infantry, New Jersey National Guard, engaged in combat maneuvers Oct. 17 at Camp Dix, Wrightstown, N. J.

The main regimental strength, under Col. George Everham Jemison, N. J. N. G., was employed as an attacking force against a defensive position held by two reinforced companies. Aiding the attackers, the 303rd Chemical Regiment, commanded by Col. Joseph D. Sears, CWS-Res., participated in the advance, with tear gas and smoke. Col. Francis H. Phipps, CWS-Res., was in direct charge of the chemical operations.

The Camouflage Battalion of the 40th Engineers, Army Reserve, under Capt. Peter Rodyento, Engr.-Res., camouflaged the position of the defenders, particularly the 37 mm. gun, 81 mm. howitzer, and machine guns.

Regular Army officers headed by Col. Robert S. Knox, Inf., commanding officer of Camp Dix; Col. Adelno Bibson, CWS, Corps Area Chemical Officer, and Maj. Ira Nichols, Inf., Senior Instructor with the 114th Infantry, directed the maneuvers.

Officers Attend CW School

Thirty-four officers of the Regular Army, organized Reserve and National Guard are members of the Second Basic Class at the Chemical Warfare School, Oct. 10 to Nov. 10. They are:

Captains

David B. Barton, SC; Wilson P. Colberg, Inf., P. R. NG; Nonie W. Gable, FA, Fla. NG; Edward B. Gallant, CA, (HD), Mass. NG; Charles W. Gettys, CAC; Robert L. Granger, Inf., Pa. NG; William Harrison, FA, Miss. NG; Robert C. McCoy, Inf., Wis. NG; John L. Pickett, FA, Mass. NG; Elliot Ramsay, Inf., Tex. NG; Harry Schwolsky, Inf., Conn. NG; Harry J. Webb, Inf., Calif. NG.

1st Lieutenants

James O. Boswell, Inf.; Sidney G. Brown, Jr., Inf.; Wilbur R. Carleton, Cav., N. C. NG; Emory E. Hackman, CAC; Denzil R. Lowe, FA, Kans. NG; Henry M. Miller, Cav., N. Mex. NG; Thurman R. Schnitz, Cav., Tex. NG; O'Dillon C. Turner, FA, Maine NG; William S. Waldo, Cav., Ga. NG.

2nd Lieutenants

Jack H. Anderson, CW-Res.; Jack E. Babcock, CW-Res.; Louis A. Cooper, CE, Mo. NG; Frederick J. Dooley, Inf.; Thaddeus R. Dulin, Inf.; Charles R. Etzler, Inf.; James N. Granade, Jr., CW-Res.; Fred H. Jaeger, CE, Fla. NG; Arthur W. Oberbeck, CE; John A. Poje, CW-Res.; Ruben M. Rankow, CW-Res.; Thomas B. Simpson, CE; John J. Tolson, III, Inf.

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THE U. S. NAVY 3

THE U. S. MARINE CORPS

Navy Orders Economies

While the Administration's efforts to reduce expenditures for the current year have not materially curtailed any essential naval activities, the economy axe has hit many places in the Navy budget.

A Bureau of Supplies and Accounts Memorandum issued this week reveals several of the steps being taken in this connection. The principal move announced therein, insofar as it affects personnel, is in the appropriations for the crating and shipment of household effects on change of station. Officers and enlisted men are asked to voluntarily reduce the amount of goods shipped, and if this does not prove successful it is said, weight allowances will be reduced.

All officers and enlisted men entitled to shipment of household effects on change of station, the memorandum recites, shall carefully survey their belongings with a view toward presenting for packing and shipment only those items essential to their requirements at their new duty stations.

Unless an appreciable reduction in the total volume of household effects to be shipped can be effected in this manner, it is stated that it will be necessary to reduce the individual weight allowances. Commanding officers are requested to bring this matter to the personal attention of those officers and enlisted men under them, who are entitled to shipment of household effects at Government expense.

A considerable reduction in the amount of freight to be carried by commercial conveyance is anticipated under orders to the effect that Naval vessels shall carry all possible freight which can be carried without interference with their normal functions. To this end supply officers of Navy Yards and Stations are requested to arrange with the commanding officers of vessels sailing for other ports as to the freight to be transported.

Commandants of districts, navy yards and naval stations will utilize to the utmost tugs and barges in the transportation of freight which otherwise would require commercial shipment.

The several bureaus of the Navy Department are ordered, when making requests for shipment upon the Bureau of Supplies and Accounts, not to specify shipment by commercial carrier except when such method of shipment is considered to be absolutely necessary. When commercial shipment is specified, notations of the reasons therefore shall appear on the requests for shipment.

Calling attention to the fact that technical material is sometimes shipped from one point to another to make room for other material or for final disposition because of obsolescence, the Navy Department has declared that every effort will be made to restrict shipments of this character and obsolete material will be disposed of "where is" whenever possible.

In connection with the above paragraph, it is pertinent to note that the Bureau of Supplies and Accounts is making every effort to increase the use of old stock whenever practicable in order to decrease the size of these stocks and also to effect economies.

"Stock which lies in store for a long time," says the Bureau memorandum, "loses a large part of its value. It is believed that a considerable expenditure on inactive materials, if necessary to make them usable, will often produce better economy than to allow them to be surveyed for sale."

Another addenda to the memoranda issued provides for a stricter accountability for postage stamps issued for official use. Issuing officers will keep a record of the issue and use of stamps. They are to be used for official purposes only, and their exchange for cash is not authorized.

When answering advertisements please mention the Army and Navy Journal.

Naval Officers Promotion Exams

In view of the large number of officers that will be due for promotion during the period from April 1 to July 1, 1938, the Bureau of Navigation announces the following schedule for the required examinations:

(a) Officers serving in U.S. Fleet—February 1 to March 12, 1938.

(b) Officers not serving in U.S. Fleet—May 1 to August 31, 1938.

(c) Officers under (a) and (b) who request delay or whose status may be affected by special circumstances will be examined at such time as may be most convenient under the circumstances governing the individual case.

(d) Officers now under postgraduate instruction at the Naval Academy will be examined in accordance with recommendations of the Head of the Postgraduate School.

Officers estimated to be due for promotion at the times stated are as follows:

Line Officers

Commanders on the promotion list junior to Charles H. Maddox, plus the senior eleven officers of that grade to be recommended for promotion by the selection board which will be convened shortly.

Lieutenant Commanders on the promotion list junior to Stanley D. Jupp, plus the senior twenty-six officers of that grade to be recommended for promotion by the next selection board.

Lieutenants on the promotion list from Edward R. Gardner, Jr., to Francis J. Mee, inclusive.

Lieutenants (junior grade) on the promotion list following Parke H. Brady.

Ensigns commissioned to rank from June 6, 1935.

Medical Corps

All lieutenants now on the promotion list.

Supply Corps

All commanders now on the promotion list.

Lieutenants Austin S. Keeth, Walter E. Gist, and Malcolm W. Pemberton.

All lieutenants (junior grade) now on the promotion list.

Chaplain Corps

All lieutenants now on the promotion list.

Construction Corps

Commander Charles L. Brand.

All lieutenants (junior grade) now on the promotion list.

Civil Engineer Corps

All lieutenants (junior grade) now on the promotion list.

Dental Corps

All commanders now on the promotion list.

All lieutenants now on the promotion list.

All lieutenants (junior grade) now on the promotion list.

Supply Corps Tournament

The nineteenth semi-annual Navy Supply Corps Golf Tournament and dinner was held at the Army and Navy Country Club, Tuesday, October 12. Twenty-seven participated in the golf tournament for the Paymaster General's Cup donated by Rear Adm. J. J. Cheatham, Supply Corps, former Paymaster General. Capt. Frank T. Watrous, (SC), with a low net score of 67 received a replica of the cup and will have his name engraved on the original cup below the names of former notables who have won this interesting tournament. Lt. Comdr. C. D. Kirk, (SC), won the low gross prize with an 86 over the difficult new layout of the golf course and other prizes for varying degrees of excellence were awarded.

There were seventy-eight officers attending the dinner, including eight retired officers and some from out of town. Capt. E. H. Cope from New York and Captains

Sharp and Philbrick from Annapolis attended and made short addresses.

In addition to the usual program of old and new Navy Songs, some interesting skits were put on with junior members of the Supply Corps as the actors. These proved to be most interesting because of their topical allusions to Corps activities and included a burlesque of impending business of the Bureau of Supplies and Accounts.

Itinerary of Destroyers

The Navy Department has announced the itineraries of the shakedown cruises for two destroyers, USS Blue and USS Craven, recently completed.

The Blue, of 1,500 tons displacement was built in the Norfolk Navy Yard and placed in commission on Aug. 14, 1937, under command of Lt. Comdr. Jerauld Wright, USN, of Washington, D. C.

The Blue will sail from Hampton Roads, Va., on Nov. 3, and arrive at Guantanamo, Cuba, on Nov. 6. She will visit San Juan, Puerto Rico, from Nov. 15 to Nov. 22 and return to Guantanamo on Nov. 23. After visiting Havana, Cuba, from Dec. 4 to 10, she will proceed to New Orleans, arriving on Dec. 11, and sailing on Dec. 18, for Hampton Roads.

The Craven, of 1,500 tons standard displacement, was built by the Bethlehem Shipbuilding Corporation, and was placed in commission on Sept. 2, 1937, under command of Lt. Comdr. Watson O. Bailey, USN, of 11 Eastern Ave., Lynn, Mass.

The Craven is enroute to the Canal Zone and will arrive at Colon on Oct. 18. She will visit Guayaquil, Ecuador from Oct. 23 to Oct. 27. Later she will visit Caribbean ports and return to Boston on Nov. 23.

Heads USNR Inspection Board

Capt. Irving H. Mayfield, USN, has reported as president of the Naval Reserve Inspection Board. Comdr. R. E. Kerr and Lt. Comdr. J. P. Conover will continue as the other members of the Board.

Captain Mayfield comes from command of the USS Tuscaloosa.

During the current year, it is announced, the Naval Reserve Inspection Board, on occasions when it inspects two or more divisions of a battalion in one evening, will require two divisions to conduct a battle problem.

Navy Adopts Arctics

The Navy has decided to substitute arctics for rubber boots as a feature of the equipment of Naval personnel.

A new arctic, cashmerette, four buckle, has recently been approved to be provided as part of the regular clothing issue as soon as the present stock of rubber boots is exhausted.

The Naval Clothing Depot, Brooklyn, N. Y., will continue to issue rubber boots until the present stock is exhausted. Where rubber boots in a particular size are not available, the new arctic will be substituted.

Limit Sales To Reservists

Cash sales of clothing and small stores to Naval Reservists will be restricted to items prescribed for issue to Naval Reservists, under a ruling recently made by the Bureau of Supplies and Accounts of the Navy.

Requisitions covering excessive quantities will not be filled. Requisitions must be filed by name of the person making requisition, and sent through the commanding officer of the Naval District concerned. One requisition for the needs of several persons will not be honored.

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Marine Corps Boards

Boards to recommend to the Commandant of the Marine Corps officers for duty as Assistant Quartermasters and Assistant Paymasters only will be convened at Marine Corps Headquarters on Monday, Nov. 1.

These boards are advisory only, and will make recommendations to the Commandant, who will in turn recommend to the Secretary of the Navy the officers for this duty.

The Quartermaster board will consist of:

Brig. Gen. Hugh Matthews
Brig. Gen. Clayton B. Vogel
Col. Seth Williams
Col. Samuel M. Harrington
Col. Leander A. Clapp

The Paymaster board will consist of:

Brig. Gen. Clayton B. Vogel
Col. Russell B. Putnam
Col. Samuel M. Harrington
Col. Leander A. Clapp

Reservist Receives Medal

A silver life saving medal has been forwarded to the Commandant, Third Naval District, New York City, for presentation to Richard M. Hesselman, ex-Seaman second class, USNR, 42 Kilbourne Road, Garden City, L. I., New York, son of Capt. Leo W. Hesselman, USNR.

The Secretary of the Treasury awarded this medal to Hesselman in recognition of his heroism in rescuing a woman from drowning at Long Beach, Long Island, N. Y., on July 14, 1935. The Secretary of the Navy had previously addressed a letter of commendation to Hesselman for his actions.

Hesselman is a native of New York, 23 years old. He enlisted in the Naval Reserve on June 29, 1933, and was honorably discharged on June 28, 1937, as a Seaman second class.

Admiral Woodward Visits

Military honors were rendered at Ft. Hamilton, N. Y., Oct. 15, when Rear Adm. Clark H. Woodward, USN, new Commandant of the Third Naval District and Brooklyn Navy Yard visited the Army reservation to make a formal call upon Brig. Gen. Perry L. Miles, USA, Commanding General of the First Division.



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To Observe Navy Day

On October 27, the nation will again observe Navy Day, as millions of American citizens make tours of inspection of Naval activities all over the country.

Sponsored by the Navy League, and held on the anniversary of President Theodore Roosevelt's birth, the celebration has grown in volume with each commemoration.

It is expected that this year the celebration will be more elaborate than for some years past. The various departments of the Navy have prepared short resumes of their activities, and many addresses have been scheduled both before civic gatherings and over the radio.

On Sunday, Monday, and Wednesday, Oct. 24, 25 and 27, broadcasts relating to the Navy will be made over nation-wide hookups.

Secretary Swanson has issued a statement relative to Navy Day and invited all American citizens to be guests of their local naval activities on that day.

A special message to radio amateurs will be sent by Secretary Swanson. It will be broadcast from naval radio stations at Washington and San Francisco. Amateurs in the United States and its insular possessions may submit their copies of the intercepted message in a receiving competition conducted by the American Radio Relay League, and those who submit a perfect copy will receive a letter from Secretary Swanson.

A message to the masters of the United States Merchant vessels in all parts of the world will be sent by Chief of Naval Operations, Admiral William D. Leahy, USN. This message will be sent out from naval radio stations on the east and west coasts, from Panama, Alaska, Hawaii, and the Philippine Islands. The masters of vessels have been instructed to inform their companies or agencies when and where they receive the message.

As Assistant Secretary of the Navy Charles Edison together with representatives of the Navy, Governor Clyde R. Hoey, North Carolina, and officials of the State of New York, look on, the keel for the battleship North Carolina will be laid in the New York Navy Yard in another Navy Day highlight.

Among the officers of the Navy who will address special gatherings on Navy Day will be:

Admiral William D. Leahy, USN, Chief of Naval Operations, who will attend the Navy Day ceremonies in Atlanta, Ga.

Admiral Hugh Rodman, USN-Ret., who will speak in Terre Haute, Indiana, to the combined service clubs.

Rear Adm. Joseph Mason Reeves, USN-Ret., who will attend the meeting of the Propeller Club, Baltimore, Md.

Rear Adm. Charles Russell Train, USN, who will address the Rotary Club of Washington, D. C.

Rear Adm. Clark Howell Woodward, Commandant of the 3rd Naval District and of the Brooklyn Navy Yard, will make a radio address over station WMCA on Saturday, Oct. 23.

The Greater New York Navy Day Parade will be held in Jamaica, N. Y., on Sunday, Oct. 24, and it is expected that it will be one of the principal events scheduled.

Secretary Swanson's Statement

Secretary of the Navy, Claude A. Swanson, speaking of the origin and import of Navy Day, said:

Another year has passed and on Oct. 27 the people of the nation will observe the 16th Navy Day under the sponsorship of the Navy League of the United States. It is particularly fitting that this date should be chosen for an annual Navy Day because it is the anniversary of the birth of Theodore Roosevelt, who believed in the efficiency of sea power and the high mission of the Navy in peace and in war. On Oct. 27, the Navy is "at home" to the citizens of our country and opportunity is offered them to inspect their first line of defense.

My pleasant association with the Navy is of long standing. Aside from my duty as the Secretary of the Navy, it was my privilege to serve as member of the Naval Affairs Committee of both houses of Congress. The aspirations and the responsibilities of the Navy have through the years been a study of absorbing interest, yet I have gained more of the soul of the service from my intimate connection with the officers and men who compose its splendid personnel. Their high ideals of conduct and their attention to the best interest

THE U. S. COAST GUARD

Lt. Clinton R. Walsh, who has been assigned to duty on the whaling factory boat Ulysses, to enforce the international whaling laws, reports that the Ulysses is proceeding to Capetown, South Africa, for the purpose of refitting preparatory to further operations in Antarctic waters.

During the summer season, the vessel has been operating in the vicinity of Shark Bay, Australia. The duty to which he was assigned in April of this year, will terminate in April, 1938.

Lt. J. D. Craik, assigned to similar duty on the whaling factory vessel Frango, operating in the same waters as the Ulysses, is expected to be relieved of that duty this winter.

Football

In a hard fought battle, the Coast Guard Academy eleven won from Norwich University by the score of 6-0.

Operations

On Oct. 10, the Yamacraw proceeded from Savannah to the aid of the SS Caloria in a position approximately 105 miles southeast of Charleston, S. C. The SS Caloria had several casualties among the crew due to broken steam lines. The Yamacraw reached the vessel on the

of the United States have been, for me, an unfailing source of inspiration.

The Navy has throughout its proud history placed service before self and loyalty to superiors above any consideration of party or creed. It is my deepest conviction that the Navy comprises one of the most formidable bulwarks for the protection of the democratic faith of Americanism that the country possesses. The continual striving towards the goal of adequate preparedness has encountered disappointments and achieved successes, but a high sense of duty and a belief in the righteousness of its cause furnished ample incentive to carry on.

I have been gratified with the material progress that the Navy made during the present administration, wherein the continuance of an orderly building program without lapses has been stressed. Legislation has been recommended to prevent any reduction in the effectiveness of the Fleet which would jeopardize our national security. The systematic replacement of over-age ships will prevent the increased costs incident to sporadic, intensive construction. We have no militaristic or imperialistic designs, but rather the Navy considered the armed guard at our gate. To achieve this defensive strength, it will take a Navy second to none.

The building and development of a Merchant Marine has, during the last year, been given significant impetus. The Maritime Commission has with legislative aid bravely faced the problem of regaining American commercial prestige on the sea lanes of the world. We wish the Merchant Service every success. Congress has realized that it is a function of the Navy to protect this vital trade by adequate armament and the Navy is keenly sensible of the need of its "right arm"—the Merchant Service, in the event of a national emergency.

As Secretary of the Navy, I commend the officers and men for the fidelity and energy with which they have served the nation. I have stated in my annual report that the efficiency and morale of the Navy continues to be of the highest order. You deserve the confidence of our citizens; because your claim to the gratitude of our countrymen is founded upon the stainless record that is yours. May the Navy continue to cherish this priceless heritage and pass it on to those who follow.

Washington Navy Yard

Probably typical of Navy Day observances in Navy Yards all over the country, the following schedule of events has been arranged at the Washington Navy Yard:

The Navy Yard will be opened to visitors at 8 a. m. and a varied program has been planned with events occurring at ten minute intervals, until 5:30 p. m.

The Marine Band, the Navy School of Music Band, the Post Band, from Marine Bks., Quantico, Virginia, will give several concerts and participate in the parades held by bluejackets, marines and members of the Coast Guard. During the afternoon, King Neptune and his Court will arrive and make a tour of the yard.

Many of the shops and factories will be open to visitors. Exhibitions of deep

sea diving will be given by enlisted men of the Navy who are receiving instructions at the Diving School. Marines from the Marine Bks., Washington, D. C., and from the Fleet Marine Base, Quantico, Virginia, will give demonstrations and drills and participate in a sham battle in the afternoon.

Planes of Squadron Two, Fleet Marine Force, Quantico, Virginia, and fighting planes from Carrier Division Two, based at Norfolk, Virginia, will give an air show over the Navy Yard at 3:30 p. m.

Several times during the day planes from Naval Air Station, Anacostia, D. C., will be catapulted from the Yard catapults.

The Naval Observatory will be open for the reception of visitors from 9 a. m. until 4 p. m., and at night from 7 to 11 p. m. Only those with cards will be admitted during the night session.

In addition to the activities in the Navy Yard in celebration of NAVY DAY on Wednesday, October 27th, there will be ceremonies at the John Paul Jones Monument, at the foot of 17th Street and the Tidal Basin, commencing at 12:30 noon promptly and lasting one half hour. The Exercises will be under the auspices of the Military Order of the World War and the Advisory Board of the Masonic Clubs. They will be preceded by a 15-minute band concert by the United States Marine Band with Captain Taylor Branson conducting.

Participating in the ceremonies will be a score or more of Veteran and Patriotic Organizations headed by the Navy League of the United States. Rear Admiral Harry G. Hamlet, USCG will deliver the principal address. The ceremonies will open with the Invocation by former Chief of Chaplains of the United States Navy, Capt. Sydney K. Evans, USN-Ret. A short talk on the life of John Paul Jones will be given by Comdr. Norman B. Hall, Brig. General Albert L. Cox, Commander of the Military Order of the World War, will preside while Major Edwin S. Bettelheim, Jr., President of the Board will act as Master of Ceremonies.

As in previous years, the Monument will be surrounded by the Flags and Banners of the various participating organizations.

Wreaths Placed

The ceremonies will close with the placing of wreaths at the base of the

Monument by organizations as follows: Navy League of the U.S., By Nelson Macy, National President; Military Order of the World War, By Brig. Gen. Alfred L. Cox, Commander; National League of Masonic Clubs, By Mr. Victor A. Blanc, National President; Advisory Board, By Major Cheney Berthoff.

National Society, American War Mothers, By Mrs. Irving Fairweather, National President; National Sojourners, By Maj. Charles F. Roberts, President; Heroes of '76, By Lt. James Otis Porter, Comdr., National Society, Daughters of The American Revolution, By Mrs. Wm. A. Becker, President General; Fleet Reserve Association, By Mr. Alexander Steele, Secretary, Branch 4; National Society, Daughters of American Colonists, By Mrs. Maurice A. Blake, National Vice-President; National Society, Sons of American Revolution, By Mr. Frank B. Steele, Secretary General; D. C. Society, Sons American Revolution, By Dr. Clifton P. Clark, President.

National Auxiliary, United Spanish War Veterans, By Miss Louise Williams, National Secretary; D. C. Auxiliary, United Spanish Veterans, By Mrs. Myrtle Moxley, Dept. President; Aztec Club 1847, By Mr. Leonard L. Nicholson, Treasurer; The American Gold Star Mothers, By Mrs. Olive Smith Carpenter, President; Military Order of The Carabao, By Colonel J. M. Heller, National Secretary; Ladies of The G.A.R., By Miss Susie Ouray, Department President; Veterans of Foreign Wars, By Mr. David B. Herman, Dept. Commander; D. C. Society, American War Mothers, By Mrs. Amelia Thiele, State President; D. C. Society, Daughters of American Revolution, By Mrs. Charles Carroll Haig, State Regent.

D. C. Society, Daughters of American Colonists, By Mrs. D. C. Caldwell, State Regent; D. C. Department, Reserve Officers Association, By Lt. David E. McRae, State Vice-President; Ladies Auxiliary, Veterans Foreign Wars, By Mrs. Adelaide Grant, Dept. President; Military Order of Foreign Wars, By Major James Alexander Lyon, Commander; Daughters of America, By Mrs. Viola Henley, State Councilor; Builders Masonic Club, By Capt. C. I. McReynolds, President; American Women's Legion, By Mrs. Benjamin Gantz, National President; Masonic Clubs in their order and by their Presidents.

AIRCRAFT DESIGN COMPETITIONS

WAR DEPARTMENT, Materiel Division, Air Corps, Wright Field, Dayton, Ohio, Office of the Contracting Officer.—The War Department invites the submission in competition of sealed bids covering airplanes under conditions set forth more particularly in the following advertisement: Circular Proposal No. 38-150, dated September 28, 1937, Transport, Personnel, (Two-Engine) Light, described in U. S. Army Specification No. 98-311 dated August 24, 1937; bids to be submitted to the Contracting Officer not later than 1:00 P. M., Eastern Standard Time February 8, 1938. Full particulars with respect to said advertisement may be obtained upon application to the Contracting Officer, Wright Field, Dayton, Ohio, E. T. Kennedy, Major, Air Corps, Contracting Officer.



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LEROY WHITMAN, Editor

1701 Connecticut Avenue Northwest, Washington, D. C.

Advertising Rates on Request

"Established in obedience to an insistent demand for an official organ for members of the American Defense and those concerned with it, The Army and Navy Journal will be published in the interest of no party; it will be controlled by no clique. Its independence will be absolute. Its interest will be directed solely to the inculcation of sound military ideas and to the elevation of the public service in all its departments."—From Vol. 1, No. 1, of The Army and Navy Journal, published August 29, 1863.

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Foreign postage \$1 additional per year

SATURDAY, OCTOBER 23, 1937

"Peace and harmony with all nations is our sincere wish; but such being the lot humanity that nations will not always reciprocate peaceable dispositions, it is our firm belief that effectual measures of defense will tend to inspire that national self-respect and confidence at home which is the unfailing source of respectability abroad, to check aggression and prevent war."—THOMAS JEFFERSON.

THE CELEBRATION OF NAVY DAY NEXT WEDNESDAY WILL bring clearly to the eyes of the people the value of the Fleet both as an instrument of defense and as a potential support for the efforts of the President to restore peace to a war ridden world. While our Treaty strength has not been attained, it is everywhere agreed that we possess a formidable, concentrated sea power the very existence of which tends to safeguard us from aggression. That power, further, gives meaning to the representations our government makes on matters of American concern. Especially, will this be evident at the Nine Power Conference on the Far East which is to be held at Brussels. Participating in that Conference will be governments involved, either directly or indirectly, in the undeclared wars raging in Europe and the Extreme Orient. Those Governments know the importance of force in world affairs; the greatest among them are feverishly increasing their Fleets and Battalions. With the memory of the World War fresh in their minds, including the tipping of the scales of victory to the Allies as a result of the entrance of the United States, with the knowledge that today our country is actually stronger than at any other peace time period, except immediately after that war, both Europe and Asia are certain to give heed to the views our delegation will express. Helpful to it in the moves it contemplates, for the termination of hostilities in China, will be the evidence of the popularity of our Fleet which its owners, the people, will manifest, next Wednesday. To show the World that the Navy is to be kept up to date, Secretary Swanson has announced that the keel of the new battleship North Carolina will be laid at the New York Navyyard at noon on that day. It is our understanding the Fleet is to be not only maintained as a modern force, but that the Administration intends to obtain authority during the special or regular session to bring about its increase so that we shall, in fact, be second to none in sea strength. This would be in keeping with the desire of the people. They see the weak attacked and fall a prey to the strong. Ethiopia has vanished into the maw of Italy; Great Britain is biding her time in connection with the control of the Mediterranean, until she shall be powerful again; Japan is expanding her domination in China. The American government and people, in building up their Fleet, are not inspired by any thought of conquest. They want none of their neighbors' land. They are motivated solely by their determination to have such strength that our territories shall be inviolate, our rights respected and our trade left to pursue its way in peace. That those rights shall not be menaced, that trade unembarrassed, they are supporters of the ideal of world peace, and find in a strong sea Service a means by which progress toward that ideal can be made.

BECAUSE OF ITS VALUE AS A COMPONENT OF THE ARMY of the United States, as well as a force for the preservation of domestic order, the Nation will watch with keen interest the proceedings of the Annual Convention of the National Guard which will open in Montgomery, Alabama, on October 28. That Organization deservedly enjoys the respect and confidence of the country, for its rank and file are made up of men who voluntarily give their time and thought and effort to the patriotic purpose of defending the Nation and its respective commonwealths in times of emergency. Since the Convention of a year ago, the Guard has been called out repeatedly to preserve order in labor disputes, and it has done so with a consideration, marked by firmness, which has aroused the admiration of the communities concerned and gained the enthusiastic approval of the responsible authorities in Washington. Beyond the use of the National Guard by governors of their respective states, the Organization has continued its training for employment should the Nation require it. In that training the Regular Army has been delighted to assist, and the result is a fine spirit of cooperation, even of emulation, which reacts on the efficiency of both units. The National Guard wants an increase in strength, more modern artillery, more air craft. We understand the War Department is anxious it should have all these necessities. The final court of decision, of course, is Congress. The members of that branch of the Government know of the importance of the Guard as a part of National Defense, and it is to be expected they will make the provision for the organization which its leaders, in conjunction with the War Department officials, deem requisite.

IT IS GRATIFYING TO NOTE THE INTEREST MEMBERS of Congress are taking in National Defense. In our issue of last week, we reported the visits of many of them to our military and naval establishments. By such contacts, they are gleaming at first hand information which will be of great value in the development of policies important to the efficiency and morale of the Services. Members of the Naval Committees have come to realize that action must be taken to reform the selection system in the Navy. Members of the Military Committees appreciate the justice of the War Department's recommendations for the motorization and mechanization of the Army. All the Service Committees are impressed with the necessity of improving and increasing our air equipment both on land and sea. In such an atmosphere, we may well hope the extra and regular sessions will assure legislation and appropriations that will meet the crying needs of the Services, both in the way of personnel and materiel.

Service Humor

Ripost

Ho, Ho! I roared, when I saw
How envy festered in your heart,
What jealous twinges caused you pain,
Oh, how they pierced like arrow darts!
Odd, that on your lip you cannot grow
Downy hair like that, in solitude,
Roughing, on a trip, I grew—
It bloomed to pulchritude.
Naught would I do to cause our clash,
Gone, therefore, is my fine moustache.
—M. C.

Honest, its the Gospel

"Well, Captain, did you have a nice trip to the hills of Tennessee?"
"I'll say I did, and while there I did not spend a cent. In fact those people down there would not take my money. Everything I bought I had to pay for in varmint pelts. I purchased a sack of flour at one of the native groceries and tendered the grocer two 'coon hides. I put the flour on my shoulder and started for the door. The grocer shouted that I had forgotten my change. I returned to the counter and he gave me a 'possum hide, two muskrat skins and half of a tail from a Bob-Cat for change."
—Contributed.

Round Up

"Would you give ten cents to help the Old Ladies Home?"
"What! Are they out again?"
—USCG Foretop.

Problem

Percival Lapidus, eight years of age and son of a wealthy cloak and suiter, was called upon by the class teacher to answer an arithmetic problem.
"Percival," asked the teacher, "if I were to offer you one suit of clothes for exactly ten dollars—what would you pay for ten suits?"
The young scholar eyed the teacher sagely.
"Eighty dollars," he replied.
The teacher frowned.
"Eighty dollars!" she repeated. Why you can't be serious!"
Percival shrugged.
"That's my last price," he stated. "Take it or leave it!"
—Sentinel.

Damn Clever These—

"Name?" queried the new immigration official.
"Sneeze," the Chinese replied proudly.
The official looked hard at him. "Is that your Chinese name?" he asked.
"No, English name," the Oriental said blandly.
"Then let's have your native name."
"Ah Choo," said the Chinese.
—Pensacola Air Station News.

From Office to Office

An officer stationed at a distance from Washington recently registered at the War Department. In compliance with the requirement that "the reason for his presence at the War Department" be indicated, the officer made the entry "shopping." It is assumed that a change of station in the near future is in prospect.
—E.S.H.

We're Already

laughing at that funny one you meant to send us. Don't delay! Mail it today to the ARMY AND NAVY JOURNAL Humor Editor.

ASK THE JOURNAL

SEND your queries to the ARMY AND NAVY JOURNAL QUESTION EDITOR and an answer will be given in this column as soon as possible after receipt.

B. E. B.—We are advised by the Adjutant General that Naval service does not count in the time considered for appointment to warrant officer, USA, but does count toward retirement.

F. H.—In connection with the increase of grades and ratings of the Army since July 1, 1937, we are advised by the Quartermaster General that there have been no increases in the grade of master sergeant, two increases in the grade of technical sergeant, and no increases in the grade of staff sergeant.

R. G. P.—As you know, the new list for staff sergeant, Quartermaster Corps, will go into effect on Nov. 1, 1937. If you are not appointed by that date, you will revert to the status of 23 on the new list. As you are No. 1 on the present list, there is a slight possibility that you will be appointed, however, that will depend entirely on a vacancy occurring before Nov. 1.

W. A. LaC.—Sgt. John L. Fowler was appointed technical sergeant, (motors), Quartermaster Corps, on Sept. 1, 1937. Your information is evidently wrong, or else you are mistaken in the date of the Quartermaster Corps Circular Letter.

IN THE JOURNAL

10 Years Ago
Capt. J. R. Defrees, USN, won the "President Cup" at the annual competitive handicap golf tournament at the Chevy Chase Club in Washington.

20 Years Ago
Major David L. Stone, USA, constructing quartermaster at Camp Lewis, has received word from Washington to build a \$27,000 theatre at the camp. This theatre will be used to show all the theatrical productions that come to the Camp Lewis sector, and between times will serve as an auditorium for use of the soldiers stationed there. It will have a seating capacity of 3,000.

30 Years Ago
The new Naval Attaché to the American embassy at Berlin will be Lt. Comdr. Reginald R. Belknap, who has been on duty on the Kearsarge.

50 Years Ago
Commodore W. S. Schley, USN, inspected the training ships at Newport, R. I., on Monday, Oct. 16, and in the afternoon, there was a dress parade of apprentices on Coaster's Harbor Island, after which Commodore Schley presented the Farragut prize medal for general excellence to Apprentice J. J. O'Mara of the Jamestown.

70 Years Ago
General Adam Badeau completed the first volume of biographical work, "The Military History of U. S. Grant." General Badeau was on General Grant's Staff during the war, and the book covers events from the outbreak of the rebellion to the close of the Chattanooga Campaign.

War Department Organized Reserves



OFFICIAL ORDERS



Navy Department Marine Corps

ARMY ORDERS

QUARTERMASTER CORPS

MAJ. GEN. HENRY GIBBINS, QMG.
Maj. Irving H. Engleman, from Philippine Dept., to Hdq. 2nd Corps Area, Governors Island, N. Y., pending retirement.
Maj. Daniel O'Connell, having been found incapacitated for active service, is retired, effective Oct. 31.
Maj. Herbert L. Kidwell, having been found incapacitated for active service, is retired, effective Oct. 31, with rank of Lt. Col.
Capt. Harold D. Stetson, from Ft. Logan, Colo., to constructing QM, AC Tech. School, Denver, Colo.

MEDICAL DEPARTMENT

MAJ. GEN. CHARLES R. REYNOLDS, SG.

Medical Corps

Lt. Col. Gouverneur H. Boyer, previous orders revoked.
Capt. Merritt G. Ringer, from Ft. Hayes, Ohio, to Ft. Francis E. Warren, Wyo.
Capt. Reinhardt L. Schmidtke, from Ft. Snelling, Minn., to Post Fld., Ft. Sill, Okla.
Capt. Joseph A. Baird, from Ft. Ontario, N. Y., to Langley Fld., Va.
Capt. Achilles L. Tynes, from Canal Zone, to Army Medical Center, Washington, D. C.
Capt. Heinz Kuraner, from Ft. Hayes, Ohio, to Balboa Heights, Canal Zone, sail N. Y. March 15, 1938.

ARMY NURSE CORPS

2nd Lt. Adelle A. Fork, having been found incapacitated for active service, is retired, effective Oct. 31.
2nd Lt. Margaret Lydon, from Denver, Colo., to her home and await retirement.

CORPS OF ENGINEERS

MAJ. GEN. JULIAN L. SCHLEY, C. of E.
Col. Julian L. Schley, appointed as Chief of Engineers, with rank of Maj. Gen., for the period of 4 years, beginning Oct. 18.
Capt. Royal B. Lord, previous orders revoked.
Capt. Peter P. Goetz, previous orders revoked.
Capt. Wallace H. Hastings, from Panama Canal Dept., to be Asst. Dist. Engr., Vicksburg Engr. Dist., Vicksburg, Miss.

SIGNAL CORPS

MAJ. GEN. JOSEPH O. MAUBORGNE, CSO.
Col. Goodwin Compton, previous orders revoked.
Col. Walter E. Presser, from Atlanta, Ga., to 8th FA Brigade, Chicago, Ill.
Capt. Raymond C. Hildreth, from 2nd Div., Ft. Sam Houston, Tex., to Hdq. 8th Corps Area, Ft. Sam Houston, Tex.

NATIONAL GUARD BUREAU

MAJ. GEN. A. H. BLANDING, C. of NGB.
Capt. George Gould Berry, QMC, NGUS, to three year tour active duty, from Brooklyn, N. Y., to O of C of NGB, Washington, D. C., effective Jan. 15, 1938.

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CHAPLAIN CORPS

CH. ALVA J. BRASTED, C. of CH.
Ch. Alexander W. Thomas, having been found physically disqualified for duties of Chaplain with rank of Lt. Col., is retired from active service as a Lt. Col., effective Oct. 31.

FIELD ARTILLERY

MAJ. GEN. UPTON BIRNIE, JR., C. of FA.
Lt. Col. Milton H. Taulbee, from Des Moines, Iowa, to his home and await retirement.
Lt. Col. Jonathan W. Anderson, from Newport, R. I., detailed in GSC, to War Dept. Gen. Staff, Washington, D. C.
Capt. Bernard F. Luebbemann, from Ft. Hoyle, Md., to 68th FA (Mech), Ft. Knox, Ky.
Capt. Emmett A. Niblack, from Nashville, Tenn., to his home and await retirement.
1st Lt. Charles F. McNair, from Ft. Ethan Allen, Vt., to 68th FA (Mech), Ft. Knox, Ky.
1st Lt. Mercer C. Walter, from Ft. Bragg, N. C., to 68th FA (Mech), Ft. Knox, Ky.
From station indicated, to 68th FA (Mech), Ft. Knox, Ky.:
1st Lt. Paul A. Gavan, Fort D. A. Russell, Tex., on temporary duty at Ft. Sam Houston, Tex.
2nd Lt. Beverley E. Powell, Ft. Sam Houston, Tex.

COAST ARTILLERY CORPS

MAJ. GEN. A. H. SUNDERLAND, C. of CA.
Col. Francis J. Behr, from San Juan, P. R., to his home and await retirement.
Lt. Col. Frank S. Clark, from Ft. Monroe, Va., detailed in GSC, to War Dept. Gen. Staff, Washington, D. C.
Capt. C. Forrest Wilson, from Hawaiian Dept., to Fordham Univ., Fordham, N. Y.

INFANTRY

MAJ. GEN. GEORGE A. LYNCH, C. of INF.
Col. Thomas C. Musgrave, from Ft. Sam Houston, Tex., detailed in GSC, to 5th Corps Area, Ft. Hayes, Ohio.
Lt. Col. Omar N. Bradley, from West Point, N. Y., detailed in GSC, to War Dept. Gen. Staff, Washington, D. C.
Lt. Col. Herbert E. Marshbur, from Ft. Adams, R. I., to Ft. Devens, Mass.
Maj. Alston Deas, from Ft. Moultrie, S. C., to American Battle Monument Commission, Washington, D. C.
Maj. John M. Ferguson, from Ft. Howard, Md., to Pennsylvania State College, Mont Alto, Pa.
Capt. Allen F. Haynes, previous orders amended to read: To Hawaiian Dept., sail S. F., Dec. 21.
Capt. Edward V. Macatee, previous orders revoked. Detailed in QMC, from Philippine Dept., to be Asst. QM, Ft. Sill, Okla.
Capt. Wallace H. Honnold, previous orders revoked. Detailed in QMC, from Hawaiian Dept., to be Asst. QM, Ft. Benning, Ga.
Capt. Samuel W. Smithers, detailed in QMC, from 3rd Inf., Ft. Snelling, Minn., to be Asst. QM, Ft. Snelling, Minn.
Capt. Lester E. Gruber, detailed in FD, from Ft. Benjamin Harrison, Ind., to Ft. Sam Houston, Tex.
1st Lt. Howard W. Quinn, detailed in QMC, from present duties in Philippine Dept., to Philippine Dept.
1st Lt. Charles Lewis, having been found incapacitated for active service, is retired, effective Oct. 31.
2nd Lt. Ned B. Broyles, previous orders revoked.

AIR CORPS

MAJ. GEN. OSCAR WESTOVER, C. of AC.
Following officers appointed to temp. rank in the AC:
Lt. Col. to Col.—John C. McDonnell.
Maj. to Lt. Col.—Lester T. Miller, Arthur B. McDaniel, Francis M. Brady, Arthur E. Easterbrook.
Capt. to Maj.—Guy Kirksey, Thomas H. Chapman, John M. McDonnell, Angier H. Foster, Harry H. Mills, Edwin Sullivan, John R. Drumm, Oliver K. Robbins, John R. Glascock, Charles G. Brennenman, George V.
(Please turn to Page 156)

NAVY ORDERS

October 14, 1937

Lt. Comdr. John V. McElduff, det. as Off. in Chge., Navy Motion Picture Exchange, N.Y., New York; Nov. 1; to cfo Savannah & on bd. as 1st Lt. & damage control off. when comm.
Lt. Comdr. Allen P. Mullinnix, det. Aide & flag secy. on staff, Comdr. Sqdn. 40-T Dec.; to staff, R. Adm. Henry E. Lackey, Comdr. Sqdn. 40-T as aide & flag secy.

Lt. (Jg) Robert E. Bourke, det. cfo Enterprise; to Yorktown.
Lt. (Jg) William A. Brockett, det. staff, Comdr. Battle Force; to Asiatic Station.
Lt. (Jg) Alexander B. Cox, jr., det. cfo Enterprise; to Yorktown.
Lt. (Jg) Charles E. Phillips, det. cfo Enterprise; to Yorktown.

Ens. James L. Johnston, det. Texas; to resignation accepted effective November 20.

Lt. Alfred W. Eyer (MC), orders April 21 modified. To Marine Sqdn. Sqdn. 3, St. Thomas, V. I.

Lt. Thomas H. Hayes (MC), det. Marine Sotg. Sqdn. 3, St. Thomas, V. I., Dec.; to Norfolk Naval Hosp.

Lt. (Jg) Martin T. Macklin (MC), det. cfo Enterprise; to Yorktown.

Lt. Comdr. Jesse William Miller, jr., (DC), det. Nav. Hosp., San Diego, Jan 10; to Utah.
Lt. Comdr. Frank P. Delahanty (SC), det. Wyoming Dec. 1; to Navy Disbursing & Transportation Office, San Pedro.

Lt. George C. Weaver (CC), det. Office of Suptg. Constr., Electric Boat Co., Groton, Conn., Dec.; to NYd., Mare Island.

Ch. Gun. Jack K. Campbell, det. Nav. Trng. Sta., San Diego, Feb. 1; to Colorado.

Ch. Gun. Bryan C. Clark, det. Colorado Feb. 11; to Nav. Trng. Sta., San Diego.

Ch. Gun. George F. Wickens, det. Subm. Base, Pearl Harbor, Jan 7; to cfo Nashville & on bd. when commissioned.

Ch. Elec. Oscar E. Danegger, det. Whitney Nov. 6; to Vestal.

Ch. Elec. Charles Deaton, ora. Sept. 24 modified. To Whitney instead Vestal.

October 15, 1937

Lt. Vernon O. Clapp, det. Saratoga; to Nav. Air Sta., San Diego, as aerological off.

Lt. Paul E. Depew, det. Tuscaloosa; to trmt. Nav. Hosp., Mare Island.

Lt. Stirling P. Smith, det. Aide & flag Lieut. on staff, Comdr. Battleship Div. 1, in Oct.; to staff, R. Adm. Adolphus E. Watson, Comdr. Battleship Div. 1, as aide & flag Lieut.

Lt. (Jg) John H. Kaufman, det. cfo Enterprise; to Owl.

Lt. (Jg) Charles E. Phillips, det. Yorktown; to Owl.

Lt. Edward T. Knowles (MC), det. Norfolk NYd.; to Norfolk Nav. Hosp.

Ch. Elec. William Pollock, ora. Oct. 5 modified. To duty as Resident Insp. of Nav. Matl., C. J. Henschel Co., Amesbury, Mass.

October 16, 1937

Comdr. Robert W. Fleming, det. Norfolk NYd., Oct.; to NYd., Cavite, as capt. of the yard.

Lt. Jacob W. Britt, det. Nav. Trng. Sta., Norfolk, Nov. 13; to cfo Warrington and on bd. as gunnery off. when commissioned.

Lt. Bert F. Brown, det. Quincy, Oct.; to Medusa.

Lt. Terrence R. Cowie, det. NYd., New York, Nov.; to cfo Honolulu and on bd. as asst. engr. off. when comm.

(Please turn to Page 156)

MARINE CORPS

October 18, 1937

Maj. Francis I. Fenton, Nov. 10, det. 4th Marines, Shanghai, to Dept. of Pacific, via Henderson, due to arrive San Francisco, Dec. 13.

Capt. Frank D. Creamer, AQM, det. MB, Parris Island, Hdqrs. Marine Corps, Wash.

Capt. Thomas B. Hughes, promoted to grade of Captain, subject to confirmation, Oct. 9, 1937, with rank from June 30, 1937.

1st Lt. Chandler W. Johnson, Nov. 10, det. 4th Marines, Shanghai, to Dept. of Pacific, via Henderson, due to arrive San Francisco, Dec. 13.

1st Lt. Mercade A. Cramer, Nov. 10, det. MB, NS, Olongapo, to Dept. of Pacific, via Henderson, due to arrive San Francisco, Dec. 13.

1st Lt. Harlan C. Cooper, Nov. 10, det. 4th Marines, Shanghai, to MB, Quantico, via Henderson, due to arrive San Francisco, Dec. 13.

2nd Lt., Charles N. Endweiss, 2nd Lt. Francis F. Griffiths, det. NAS, Pensacola, to Aircraft One, First Mar. Brig., FMP, MB, Quantico, to report not later than Nov. 22, 1937.

2nd Lt. Kenneth F. McLeod, 2nd Lt. Donn C. Hart, Oct. 15, det. 1st Mar. Brig., FMP, MB, Quantico, and assigned to duty at Hdqrs. Marine Corps, Wash. Ordered to temporary duty with 2nd Marine Brig., Shanghai.

2nd Lt. Elmer E. Brackett, jr., Ch. Qm. Ck. Rosco Ellis, Nov. 10, det. 4th Mar., Shanghai, to Dept. of Pacific, via Henderson, due to arrive San Francisco Dec. 13.

Ch. Mar. Gnr. Wm. O. Corbin, orders to Dept. of Pacific modified; on expiration of delay ordered to MB, Parris Island.

QM Ck. Louie F. Shoemaker, Oct. 30, det. MD, RR, Cape May, N. J., to MB, Quantico.

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SERVICE NEWS AND GOSSIP

Far Eastern Military Situation—The offensive of the Japanese General Katsuki, along the Tsingpu Railroad line has not changed since past reports; the head of this advance remaining within about 20 miles of the Yellow River. General Nishio, advancing along the Pinghan Railroad line has reached the Great Wall of China at Yangchuan, and has progressed south to Singtai. Along the Pingsui Railroad line, General Itagaki claims to have captured Yen Men Pass from the Chinese, and has advanced beyond the pass to its east and south as far as Yuanping, where the heaviest fighting on the northern front is taking place. Newspaper reports credit the Chinese General Chu Teh with an eastward drive south of Yuanping toward Paoting on the Pinghan Railway. If this report is substantiated, it is apparent that General Nishio will be forced to retain substantial troops in the rear of his advance in order to protect his lines of communication. Along the extreme west of the Japanese offensive, two separate forces of Mongols have appeared in the military picture. These cavalry troops, relatively small in number, are operating under Teh Wang in the area around Pailingmao, and the forces under Li Show Hsing have advanced beyond Suiyuan, the capital of the province of Suiyuan, to Paotow, well over 100 miles beyond the capital city. These flanking forces are opposed by the Chinese Generals Ma Chan Shan and Fu Tso Yi. The total strength of the Japanese North China forces approximate 280,000 and the Chinese strength is now estimated at 705,000 which figure does not include the Shantung Army under Han Fu Chu, totaling 75,000.

In the Shanghai Sector, intensive fighting is still taking place with no material advantage accrued to either side. The Japanese forces there total between 150,000 and 180,000, and are opposed by a Chinese strength of 350,000, which includes Chinese reserves not engaged in the actual conflict.

Navy Maneuvers Locale—Admiral Arthur J. Hepburn, Commander-in-Chief of the United States Fleet, arriving in Los Angeles, Oct. 16, after a month's absence in the East, revealed that next year's maneuvers would be held in the California-Hawaii-Aleutian Islands triangle but said that it would differ from previous maneuvers in the same area in that most of the operations would be on the Hawaiian-California axis rather than to the west of the Hawaiian Islands. The announcement of the decision to hold the war games in the Eastern section of the Pacific should prevent any mistaken apprehension on the part of the public that our Fleet might somehow become involved with the Japanese sea forces. While such maneuvers in the middle Pacific are necessary to acquaint personnel of the Fleet with an area in which they may be called upon to fight, they have always aroused a storm of protest from certain sections of the press. With Japan likely to be still at war next Spring—the maneuvers will be held from March 14 to April 30—this internal situation would be intensified. In arriving at the decision to hold the maneuvers in the area selected, however, international considerations probably had more weight. The presence of our greatly strengthened Fleet in the Pacific—Admiral Hepburn commented on the fact that he expected to have 170 surface vessels and 550 aircraft participating in the maneuvers—is of itself an all-important factor in American efforts to curb Japan in her China conquest. While desiring to prevent Japan from overrunning China, the State Department is making every effort to avoid the appearance of assuming the lead in the movement. The locale for the maneuvers appears to be consistent with this attitude. We wish to influence Japan, but we must keep a rein on our pressure. Therefore the war games will be in the Pacific, but on the eastern side of Hawaii.

GHQ Air Force Chief Visits Units—How the speed of air travel enables the GHQ Air Force Commander to frequently visit the scattered units of his command and witness their activities was forcefully illustrated recently when Maj. Gen. Frank M. Andrews, Air Force Commander, flew from his headquarters at Langley Field, Va. to Ft. Riley, Kansas, and back in one day.

Departing from Langley Field, at 5:50 o'clock on the morning of Sept. 30, he flew to Ft. Riley, via Louisville, Ky., and early in the afternoon arrived at the Cavalry School in plenty of time to witness the GHQ Air Force demonstration of aerial fire power. Taking off after the demonstration was completed, General Andrews was back at Langley Field at 1:15 a. m. the next day and at his desk at the usual time.

Other personnel making the flight with him in his C-32 command plane were Brig. Gen. Edward M. Shinkle, Assistant Chief of the Ordnance; Colonel Walter G. Kilner, Operations Officer, GHQ Air Force; Lt. Col. Russell L. Maxwell, Ordnance Officer; Lt. Col. Cedric W. Lewis, Signal Officer; Major Charles C. Chauncey, Assistant Operations Officer; Lt. Hietta S. Williams, co-pilot; Sta. Sgt. Arthur S. Andrews, Crew Chief, and Pvt. L. A. L. Craig, Radio Operator.

Senator Walsh's Trip—Senator David I. Walsh, chairman of the Senate Naval Affairs Committee concluded this week a brief inspection trip of the United States Fleet and West Coast shore stations. Arriving at Los Angeles, Thursday morning, Oct. 14, the naval chairman was met by Capt. C. B. Mayo, USN, representing Rear Adm. Sinclair Gannon, USN, commandant of the Eleventh Naval District, and taken direct to San Pedro and aboard the USS Indianapolis. After viewing San Pedro harbor, Senator Walsh declared that the possibilities of San Pedro as an open base exceeded his expectations and said that he was impressed by its excellence as a fleet anchorage with a quick access to the open sea. Friday morning Admiral Arthur J. Hepburn, Commander-in-Chief of the U. S. Fleet, returned to his flagship after a month's absence, most of which time he was in Washington, and met and discussed naval matters with Senator Walsh. The Senator also inspected Reeves Field, accompanied by Vice Adm. William T. Tarrant, Commander, Scouting Force, Rear Adm. William C. Watts, Commander, Base Force, and Representative Byron N. Scott, D. of Calif., chairman of the subcommittee on personnel of the House Naval Committee. Saturday, he inspected the shore establishments at San Diego and units of the Fleet. On Monday, the Senator left for San Francisco to spend two days visiting naval activities. He was to leave Tuesday night or Wednesday morning for Boston, and hoped to get in a visit to the Naval Training Station, Great Lakes, Ill. enroute. Senator Walsh said that he saw a need for additional naval shore construction at several points on the West Coast, declaring that there must be less emphasis on East Coast stations until the Pacific needs are cared for.

The proposed \$15,000,000 naval supply base which the Navy wants to build on San Francisco Bay, Senator Walsh declared he favored. He was not sure as to whether it should be built on the Oakland or the San Francisco side of the Bay, he declared, adding that he hoped that the first hand information he would get on his trip would help make up his mind. Senator Walsh discussed the selection question with many officers on the trip, as well as with Congressman Scott, who is deeply interested in solving the perplexing problem, and should be better able to cope with the subject when it is taken up at the next session.

Army Warns Purchasing Officers—In a circular issued to the military service this week, the War Department warns purchasing officers against procuring supplies without advertising because of the short time available for obligating funds appropriated.

Proper application of the law, reasonable foresight on the part of allotting agencies and prompt action on the part of purchasing officers, the Department declared, should prevent excessive purchases of this nature. The warning was contained in Circular No. 69, dated, Oct. 20, 1937, which reads as follows:

1. Delays in allotting funds for the purchase of supplies as defined in AR 5-100, July 20, 1937, have in some cases led to apparently excessive purchases without advertising due to the short time available for the obligation of such funds.

2. The liberal authority contained in the law cited in paragraph 2 c, AR 5-240, February 11, 1936, and in paragraph 13, AR 5-140, July 27, 1936, if coupled with reasonable foresight on the part of allotting agencies and prompt action on the part of purchasing officers, should entirely eliminate the necessity for excessive purchases of that nature.

3. The need for the retention of reserves of funds in allotting offices and in purchasing agencies to meet emergencies which might arise before the end of the fiscal year, and consequently the necessity for delaying many necessary purchases until the month of June, are well recognized. But such reserves should not be retained or such purchases delayed to such an extent that the time remaining for the obligation of funds will not permit the purchasing officer to follow the orderly procurement procedure prescribed by law and in general War Department instructions. See paragraphs 3 and 9, AR 5-100, July 20, 1937.

4. While inviting bids when funds are not yet available should not be habitual for the reason given in paragraph 2 f (3), Procurement Circular No. 18, War Department, 1936, there is no objection to the issue of an invitation for bids in the early part of June for supplies which are to be purchased only if funds become available later, and such anticipatory action on the part of a purchasing officer should be permitted or even directed if the receipt of additional funds is considered probable. In all such cases, the invitation will contain a clause substantially as follows: "Awards under this invitation will be made only if funds which are not now available will become available for the making of the purchases." Obviously, no contract will be entered into as a result of such action unless funds have been received. See paragraph 6, AR 5-100, July 20, 1937.

New Italian Ships—Italy has gone to her African empire for names for vessels in her present sizable naval building program. In christening seven of the submarines now under construction, Il Duce has utilized the names of places in his East African domain in an effort to more closely identify that area with old Italy. The Navy of London reports. Forty-eight ships are now building. It is stated, 12 destroyers, 16 torpedo boats and 20 submarines.

"A full list of names of the new warships under construction is now available," the British periodical says. "Twelve destroyers of 1,620 tons are named *Aviere*, *Ascaro*, *Alpino*, *Artigliere*, *Bersagliere*, *Camica Nera*, *Carabiniere*, *Corazziere*, *Fucliere*, *Granatiere*, *Lanciere* and *Pontiere*. With the exception of the *Aviere*, which gives her name to the class, the *Ascaro* and the *Camica Nera*, all are revivals of pre-War torpedo boat names.

"Sixteen torpedo boats of an improved Spica design are named *Libra*, *Lince*, *Lira*, *Lupo*, *Pallada*, *Partenope*, *Plelade*, *Polluce*, *Clio*, *Calliope*, *Calipso*, *Cire*, *Aleone*, *Alrone*, *Aretusa* and *Ariel*. Most of these are also revivals.

"Seven additional units of the Adua class of submarines are to be called *Beilul*, *Durbo*, *Lafale*, *Scire*, *Temblen*, *Uarsheich* and *Uebi-Seebell*, all being taken from the topography of the Italian East African possessions. A third minelaying submarine of the Foca class is to be the *Atropo*. Three submarines of 890 tons will be named *Brin*, *Galvani* and *Guglielmotti*; and nine of 953 tons will be the *Marcello*, *Nani*, *Barbarigo*, *Veniero*, *Provana*, *Dandolo*, *Morosini*, *Mocenigo* and *Emo*."

Test New Aerial Target—The 1st Pursuit Group of Selfridge Field, Mich., is about to begin tests on a new type of aerial gunnery target which promises to be a vast improvement over the old familiar white sleeve target.

The new target, being manufactured at the Air Corps Materiel Division at Wright Field, Ohio, is in the form of a panel 60 feet long and 6 feet wide. It is so designed that it may be towed through the air with the plane of the target either horizontal or vertical. Tests have already been conducted, using as much as 7,000 feet of towing cable, although it is thought that 4,800 feet will provide sufficient protection for the towing airplane.

By using a target of this type, recent changes in Pursuit gunnery training to include mass firing on large ground targets can be extended to include mass firing at a flying target. The huge panel, towed by a bombing plane flying one mile ahead, will be used to test the accuracy of aerial fire delivered by whole flights and squadrons firing simultaneously while maneuvering in mock air battles. An electric windlass provides means of releasing and retracting the target.

To Lay Down Battleship—For the first time in over 15 years, on Wednesday, October 27, Navy Day, the United States is going to lay down the keel of a Capital ship. At the New York Navy Yard on that day, Assistant Secretary of the Navy, Charles Edison will attend the laying of the keel of the battleship North Carolina first of the two battleships to be built under authorization of the Vinson-Trammell Act. The other, the Washington, will be built at the Philadelphia Navy Yard.

Designed to be the last word in sea-going fighting power, the North Carolina and the Washington will be the product of the best civilian and Naval shipbuilding talent in the country. The Secretary of the Navy has only recently delegated a board of acknowledged master civilian shipbuilders to sit in an advisory capacity on plans and construction of the ships.

The ships will mount nine 16-inch guns, presumably mounted three to a turret.

as the major part of their armament. The latest and most up-to-date instruments and fire control devices will be installed. It is estimated that each ship, completed and armed, will cost the Navy about \$60,000,000. The advisory board has met and is now deeply immersed in studies of plans and construction.

This will be the first laying of a battleship keel in the New York Navy Yard since Nov. 1, 1920, when the keel for the battleship Indiana was laid. That vessel, designed for 43,200 tons displacement, was scrapped while on the building ways under terms of the Washington Treaty for the Limitation of Naval Armaments.

The exact speeds expected of these vessels has not been divulged, but it is expected that they will be faster than the other battleships of the fleet.

Assistant Secretary On Inspection Trip—Assistant Secretary of the Navy Charles Edison, recently back from a tour of inspection of West coast naval activities and a look at the United States Fleet in the Pacific, is preparing to leave Washington tomorrow for a tour of inspection of naval activities in New England.

According to the tentative schedule that has been arranged for him, he will arrive in Boston on Monday, October 25, and leave from there to inspect the Portsmouth, N. H. Navy Yard. Returning to Boston on Tuesday, he will inspect the Boston Navy Yard and arrive in New York on Wednesday morning to attend the keel laying of the battleship North Carolina.

New Shoulder Type Safety Belt—With a view to preventing head injuries in forced landings and crashes, a new shoulder safety belt has been developed at the Army Air Corps Materiel Division, Wright Field, Ohio. This belt, although it may be worn slack during flight, affording all necessary freedom of body movement, can be pulled taut instantaneously in impending accident, holding the pilot's body rigid in the seat.

The shoulder belt is designed in the form of two suspender-type shoulder straps which extend over the back of the seat and are fastened to an adjusting device on the seat, while the opposite ends are brought forward and fastened in conjunction with the regular pilot's lap-type belt. By pulling the release latch on the lap-type belt, both belts are instantaneously opened, permitting the aviator to jump with his parachute if he so desires. When worn slack, the aviator may lean forward in the seat approximately 60 degrees. A single upward pull of a chain at the front of the seat places the belt in the taut position, holding the body of the flyer immovable. Since recent medical reports have indicated that a large percentage of fatalities which occur in connection with crashes or forced landings are the result of head injuries, it would seem that the belt would have an important place in modern flying equipment.

Another advantage of the shoulder belt not related to safety is its use in the taut position while the aviator is operating a stationary machine gun. Under these conditions the pilot's body would not be jarred out of position and better aiming could be obtained.

ARMY AND NAVY FOOTBALL

SO FAR THIS SEASON

Army		Navy
No game scheduled	Sept. 25	Defeated William and Mary, 45-0
Defeated Clemson, 21-6	Oct. 2	Defeated The Citadel, 32-0
Defeated Columbia, 21-18	Oct. 9	Defeated Virginia, 40-13
Lost to Yale, 15-7	Oct. 16	Tied Harvard, 0-0

BALANCE OF SEASON

Washington University	Oct. 23	Notre Dame (at South Bend, Ind.)
Virginia Military Institute	Oct. 30	Pennsylvania (at Philadelphia)
Harvard (at Cambridge)	Nov. 6	Columbia
Notre Dame (at New York)	Nov. 13	No game scheduled
St. Johns	Nov. 20	Princeton (at Princeton)
Navy (at Philadelphia)	Nov. 27	Army (at Philadelphia)

(All games at home unless otherwise indicated.)

FOR THE RECORD BOOK

	Points Scored	Games Won	Games Lost	Games Tied	First Downs	Yards Gained	Pct.
Army	49	2	1	0	31	1075	.667
Navy	117	3	0	1	80	1969	1.000

Sees Future Cost Plus Contracts

Assistant Secretary of War Johnson, addressing the Federal Bar Association this week, indicated that the War Department in any future war would use the cost plus contract despite recent criticism from various sources.

The difficulty with the cost plus contract in the World War, he contended, was in its application and not in the principle of the contract itself. His statement was viewed as significant in view of the recent condemnation of this type of contract by the Nye Munitions Committee and members of the House Military Committee. Praising the Judge Advocate General's Department, Assistant Secretary Johnson said that since the World War, war contract forms had been simplified into five general classes. Extracts from his address follow:

To my satisfaction, I have found that the Army has a Judge Advocate General's Department consisting of expert lawyers, trained in both civil and military law. Most of them are graduates of creditable law schools and, with very few exceptions, are members of the bar. Their opinions, in general, I have found thorough, learned and sound. The Judge Advocates have formed a staff of legal experts at the disposal not only of the War Department but of the whole Federal Government. For example, the retiring Judge Advocate General was called upon

to represent the United States Government at Tacna Arica and at Nicaragua, and the League of Nations at Leticia. The incoming Judge Advocate General represented the United States at Geneva and served as Deputy Administrator, N. R. A., for the Territory of Hawaii.

In all our wars we have been guilty of serious mistakes, not only on the field of battle, but in our work behind the lines. Of those made in the realm of law during the World War, no one is more familiar than you. We in the War Department are honest enough to confess them and courageous enough to do our utmost to prevent their repetition if an emergency ever again arises. We believe that we have made some progress in our efforts to avoid the legal pitfalls that entrapped us in 1917-1918.

In the interests of accuracy, simplicity and uniformity we have reduced the four hundred contract forms used by the different supply arms and services during the World War to five general classes. For the protection of the contractor, in case of future variations in the price of material and labor, we have included an adjustment clause which was lacking in the earlier World War contracts. To minimize legal difficulties when, because of an armistice, production must be stopped, we have provided a termination clause which, too, was missing in 1917-1918. There will be no more proxy-signed contracts, where appointed deputies sign the name of the contracting officer designated in the body of the contract followed by their own. The Supreme Court held that such a contract could not be

enforced against the United States, and although some relief later was given the contractor by legislation, he recovered not on the basis of the terms of the agreement but rather on the theory of goods received and services rendered.

These corrections in the formal procedure of the war contract, I confidently expect will go a long way toward reducing the litigation that followed most of our wars.

The War Department still believes that it is going to be impossible to get away from some form of the cost plus contract. When it becomes necessary to convert plowshare and pruning hook factories into sword and spear producing arsenals, the owner of the factory often lacks the experience and the knowledge that are prerequisites in the computation of a fair price. The Government itself is without accurate data on which to base the cost of producing newly invented and hitherto unknown weapons of war. In such cases the Government itself should bear the cost of the conversion of this factory. Under the American economic theory the contractor should be entitled to a fair profit.

The trouble during the World War was not with the theory of the cost plus contract, which would return to the contractor the cost of production plus a margin of profit, but with its application. No encouragement was given a contractor to reduce costs to a minimum. No satisfactory analysis was made of all the elements that go into the proper computation of costs. No sliding scale was provided to reduce the percentage of profit in case of large orders. In many cases too large a margin of profit was authorized. These defects we have attempted to remedy in our new forms. The evils of the cost plus contract of the World War we believe we have eliminated.

The War Department is unalterably opposed to the militarization of industry under the control of military men. It looks to private capital and private enterprise for assistance in the gigantic effort that a major conflict involves. It believes that fair government contracts, supplemented by the power of price fixing and a reasonable excess profits tax, will reduce profiteering in war to a minimum, will encourage the hearty cooperation of both capital and labor, will win the support of those behind the lines, will protect the interests of the taxpayer and will hasten victory.

Army Buys New Planes

Announcement was made this week of the award of a contract for the construction of 55 Model O-47A Observation airplanes and spare parts therefore, at a cost of \$1,731,407.08. The contract does not include engines or certain other equipment furnished by the government. Forty-eight of these airplanes are being procured for National Guard organizations and seven for Regular Army units.

The contract with North American Aviation Co., supplements an earlier contract signed last February for this type of airplane, involved an expenditure of \$3,429,600. One hundred and nine planes were bought then.

The O-47A is a three-place, mid-wing, single engine monoplane, with retractable landing gear and tail wheel, and is powered with a Wright Cyclone engine developing approximately 850 horsepower. It is equipped with flaps to permit take-off and landing from small emergency airfields.

This type of plane is designed and constructed to perform detailed reconnaissance of the area immediately behind the enemy's front lines and to maintain liaison between higher headquarters and our front line troops. Special care has been taken to facilitate the work of the observer in securing information of ground activities and promptly transmitting it to the proper headquarters.

The highly effective streamlining and the efficient utilization of space which characterize this airplane together constitute another example of the rapid advance in aeronautical design now being made by the American aviation industry.

Navy Selection

(Continued from First Page)

mittee will consider the personnel problem either in the special session or early in the regular session and will confine itself to the two bills now before it—the Vinson and Maas measures—and any others which may be introduced. Chairman Vinson of the Naval Committee, it is expected, will seek to avoid going far afield from the proposals before the com-

mittee, into any general investigation of the promotion system.

The Vinson bill will of course have the inside track, being of departmental origin. Other proposals will be considered, particularly a measure that has been devised which differs greatly from either of the other two bills and which has been received with much favor by many younger officers who have studied it. The plan, which will probably be introduced as a bill when Congress convenes is described elsewhere in this issue.

The Department is fairly well committed to the Vinson bill, and as matters stand now will go before Congress advocating its passage without change (except for one clarifying amendment made known shortly after the bill was introduced last Summer). It is probable, however, that if the Naval Committee desire to change the measure, the Department will be willing to accept certain alterations. One of the principal objections made of the Vinson bill is that officers on the proposed Transferred Regulars List have no assurance of being employed and that the question of employment is too open to politics. Also it is pointed out that when the inevitable drastic reduction of Governmental expenditures comes, the employed Transferred Regulars could all be placed on inactive duty by the sweep of a pen. It is contended that it might be to the advantage of the Navy as well as the individual if their status was more secure, and it is considered likely that the Department would accept an amendment to give such officers the status of extra numbers, provided some means was provided to get rid of the inefficient passed over officer.

Another possible change which the Department might find acceptable if congressional committee sentiment favored it would be to "narrow the base" to a moderate degree.

Perhaps the principal objection to the present naval personnel system, and the ground for much of the agitation for change, has been the elimination of large groups of officers in promotion to lieutenant and to lieutenant commander. It is contended that such selection is much more subject to chance than is promotion in the higher ranks for members of selection boards, knowing few of the junior officers personally or by reputation, must rely almost entirely on fitness reports. As the fitness reports of many junior officers necessarily are much alike, the selection of one officer and the passing over of another too often is a very close decision. Furthermore, it is argued that officers now do not have a sufficient time to demonstrate their ability prior to coming up for selection; that many officers are slow starters and "bloom" late, while others start fast and slow down later in life; and that opportunities over even 14 years service are not equal. Another contention is that at an age that an officer should be developing initiative and independence of thought he is too apt to have his eye on the selection board the next year and will do the routine thing. Whatever the reasoning behind the objection, a large percentage of officers in all ranks oppose this phase of the present system.

The difficulty with changing the form of promotion in the lower grades, and substituting seniority or selection out of the unit, is that with the same number of officers coming in at the bottom, it is more expensive and a much more drastic selection must take place in promotion from lieutenant commander to commander. The only alternative is to commission fewer officers. This the Navy Department has been unwilling to recommend, to date. It is believed, however, that it may come around to it. A study is being made, it is understood, of the number of officer billets which can be filled by warrant officers and chief petty officers. If any appreciable number of jobs now performed by junior commissioned officers can be taken over by the latter, it would be possible to commission fewer officers and thus have less drastic elimination later on.

Tell your friends to subscribe to the Army and Navy Journal and keep in touch with the service personnel.

FOREIGN MILITARY NEWS-DIGEST

1 Germany: Anti-aircraft & anti-tank defense. Within the division, the Germans consider the disruptive effect on the cohesion of units more disastrous than the actual losses of personnel and materiel suffered.

They link anti-tank defense with anti-aircraft defense but give the latter more attention because they believe friendly air reconnaissance will be able to diminish the surprise effect of mechanized attacks but nothing will be able to reduce the surprise action of air planes. Moreover, they consider it relatively easy to stop a tank but difficult to combat an airplane with ground equipment . . .

Against air attack the defense is based mainly on increased distances between elements in column and on the active means of anti-aircraft defense. Low-flying attacks are feared most and greater pains are taken to combat these "sudden hurricanes" than to oppose planes at high altitudes.

In the infantry division, action against high attacks is taken by the motorized anti-aircraft group composed of three batteries of four guns of medium caliber and a battery of six automatic cannons of small caliber. Also included in the group are an anti-aircraft machine-gun company for protection against low attacks and an air guard (vigilance) company. The single division anti-aircraft machine-gun company is, of course, inadequate for protecting the entire division against low attacks, so the column commanders must use their own non motorized organic machine guns to protect their commands.

The close-in security of a march column against mechanized attack also devolves upon the column commander. For this security he has available the 14th Company (antitank) of the infantry regiments in his column. Each of these antitank companies has three motorized platoons of three guns each.

In a one-regiment column, it is common practice to attach one platoon to the advance guard and to retain the other two with the main body, detaching a single gun to cover the rear.

The antitank company commander accompanies the regimental commander and maintains constant liaison with his three platoons through his radio equipment and motorcycle patrols. These means enable him to be acquainted at all times with the situation and to suggest without delay any advisable modifications of the protective arrangements.

If a reinforced infantry regiment forms the flank guard of the division on an open flank, the division commander may attach the division antitank unit to the flank guard regiment. Otherwise he may provide for this special security by organizing a provisional detachment comprising the division antitank battalion and the division reconnaissance battalion.

Defense against heavy tanks: Though heavy tanks weighing approx. 70 tons are somewhat rare and only to be found in France and Russia, the defense against such "mastodons" is, nevertheless, a problem to be considered—particularly in European countries.

The Achilles heel of these thick-skinned monsters lies in their tracks which cannot be completely protected. Moreover, they are tied to railways because of their tremendous weight which prevents their using ordinary road bridges. Hence, air attacks on railway lines should prevent the arrival of heavy tanks on the battlefield. Likewise on the battlefield, heavy tanks are vulnerable to air bombardment.

The remaining defensive means are passive—natural and artificial obstacles—and gun fire. Small guns should aim at the tracks.

(Bull. Belge Sc. M., 1937)

2 Anti-Aircraft: Civil Defense: France.—A detailed law prescribes the obligations of all citizens. The Chief of the General Staff is the Inspector General

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of Aerial Defense. An alarm service is provided for the National Association for Passive Defense and is always ready to function. The anticipated cost of the law is between two and three billion francs. One hundred million francs has been borrowed for the passive defense of Paris alone. A special organization has been formed to provide for the evacuation of old persons, women, children, the sick and crippled. The proprietors of all apartment houses are required to post signs giving instructions for passive defense.

Italy.—Passive defense is controlled by the General Staff. The military aerochemical service is charged with the defense measures against gas in collaboration with technical and industrial organizations. All factory workers are required to provide themselves with gas masks.

Germany.—The Union for Passive Aerial Defense comprises twelve million members. All inhabitants are required by law to be provided with protective material and have assigned protective stations. Three hundred thousand officers and a million and one-half "chiefs of refuges" are occupied with the execution of passive defense measures. Twenty-two hundred schools of passive aerial defense, with the aid of eleven thousand instructors have taught four and one-half million persons the means of defense. The state advances 50% of the cost of refuges to an amount not to exceed one thousand marks each.

Great Britain.—Eight battalions of infantry, stationed in London, have been transformed into permanent passive aerial defense troops. The Minister of Interior has created a national school of defense against gas at Fairfield. A service of rescue parties and clearance of debris has been organized. All water and gas lines are to be laid double to prevent interruption of service. New apartments are required to be constructed with modern refuges. Apartments with underground refuges now being constructed are all completely rented long before they are completed, as an indication of the English feeling on this subject.

Russia.—In Russia the "Ossoaviakhim," a semi-military organization with sixteen million members instructs the civil population in defense, both passive and active against air attack. One hundred thirteen aeronautical clubs, and fifteen hundred aviation schools, both motor and glider, are associated with this organization. The construction of refuges is being pushed strongly with government support.

All European nations are actively engaged in instructing their populations in passive aerial defense. In the countries where some degree of development has been attained (England, Germany, Italy, Russia, etc.) the control is in the hands of the military. It is only where responsibility and competence are united in one body that successful preparations can be made. (*Revue Militaire Suisse*)

3 France: Views on Motor Transport Pools: During the past year there has been much discussion in the foreign press whether infantry divisions should be motorized, or should be furnished motor transport when and as required.

The fully motorized division, in which the infantry soldier is transported by trucks but dismounts to fight, is adapted only for operative purposes on a large scale, that such units are instrumentalities of the high command only.

In the partially motorized divisions,

motor transportation is substituted for a part of the horses. Reconnaissance and liaison personnel and also combat trains and supply units are motorized. The infantry marches and fights on foot, the artillery is horse-drawn, hence the day's march remains about 15 miles. The division is used precisely like any other infantry division, without motor transport. It is desirable to make further improvements in organization and to eliminate all horses from the forward fighting zones. Among these improvements we may mention motorization of all heavy infantry weapons, accompanying guns, super-heavy machine guns, antitank guns (20-mm-37-mm), and anti-aircraft armament. It should be possible to transport all these on small armored caterpillar vehicles. These improvements, it will be noted, have no effect in increasing march possibilities, but only increase of convenience of handling on the battlefield, and perhaps increase in fire effect.

The idea of increasing the rate of march by moving the infantry in trucks would bring us to the fully motorized division.

The rate of march may thus be increased from 2 to 10 or 12 miles per hour, and the day's march from 12 to 65 or 125 miles; evidently a great advantage. It must not be overlooked that the infantry of such a unit can be used on the battlefield only in the old manner, precisely like the infantry of a partially motorized or unmotorized division.

If any state should take away all the horses from its infantry and put the men in trucks, so as to move the division rapidly to some important point, the infantry, upon dismounting, would have nothing but manpower to move its armament.

A fully motorized division would be a convenient tool for the high command, but for the time being no country can create such a unit, for lack of light cross-country vehicles for the transportation of its heavy infantry armament.

Let us now suppose that some country is able to produce this ideal fully motorized division. What has been accomplished? Unquestionably, that country would have one or more divisions, which, on good roads, could be moved very rapidly and get into action very quickly. Such a division would have some 3,000 vehicles for its fighting troops alone, and a road length of at least 68 miles—a most awkward command to handle.

A march by a fully motorized division assumes that there is a protecting front somewhere. If there is no such front, one must be created by the use of special detachments for reconnaissance and security. In any case, the march of such fully motorized division must be conducted like that of any other motor transport column.

Adoption of the motorized division raises an important question; should these units be organized once and for all; would there be two kinds of divisions—the entirely motorized division and the partly motorized division?

Comparing, then, the fully motorized division with the separate motor transport unit, we reach the following conclusions:

(1) A fully motorized division is a magnificent unit, which can not be improved.

(2) If fully motorized divisions are actually created, the motor vehicles are available only to those divisions.

(3) If, instead of fully motorized divisions, motor transport units are created,

which may be assigned at any time to move a corresponding number of divisions, a distinct advantage is gained. Not only can a small number of fully motorized units be moved, but many divisions, one after another. The useful effect is therefore greater. It is cheaper, too, for there will be fewer special vehicles. Moreover, the motor reserve can be gradually increased, as the number of available motor vehicles in the country, capable of military use, increases. (*St. Christophorus, Nov. 1936.*)

4 Germany: War Experience Versus Peace-Time Maneuvers: During the past year a number of older German reserve officers were called to active duty and were present at the fall maneuvers. As a rule these were former company commanders, who had excellent combat records and had been considered superior fighters at the end of the war. In maneuvers they did not show up as well as the junior officers who were too young to have seen action. In investigating the reasons for this, the author found the answer in the typical remark made by one of these older reserve officers. He said, "We just can not get used to the idea that blank cartridges are not firing ball ammunition."

In other words, these men knew the effect of a machine gun firing in one's direction. They were cautious, and as a result a little slow in moving their units under fire. They knew what bullets meant. The young officers did not. It is essential therefore, that the knowledge which these men acquired by experience should be transmitted to the newer officers.

Here are some examples of mistakes made in maneuvers:

Miscellaneous peace-time errors: All horsemen are too courageous. They charge into rifle fire. Even infantry officers are too late in getting off their mounts, and get on them again too soon. Armored cars are too daring. They usually are gone before the umpires can stop them.

Units are late in developing. Close order columns are seen in artillery fire zones. In withdrawals, units form columns of squads 1,000 yards from the battle zone.

Delaying positions are evacuated prematurely, because the attackers continue to advance. If there is a company led by one of these experienced warriors, it is usually far back. He knows what a machine gun can do.

Scouts are used to draw fire. That is not their purpose. They would be better off dead. Their purpose is to reconnoiter the terrain ahead of the platoon.

Scouts are ahead of the point, during the advance. This is contrary to regulation, except in woods and close terrain, but is usual in peace-time exercises.

Runners are used in open terrain. In war that is a sure way of losing your best men. Under 600 yards there is no runner contact, and above that only in emergencies in actual warfare.

Squad and section leaders are running ahead of their men against aimed fire. They would be dead in war. But in the decisive phases of battle these leaders do not lead by example the way they did in the World War.

Artillery fire: Small detachments frequently detour some 20 or 30 yards around areas being fired upon. They have forgotten that shell splinters have a range of from 200 to 300 yards.

Daring and courage should always be part of military operations, but one should also profit from war experiences.

Attached engineer units: A reinforced infantry regiment (with one company of engineers attached) sends one platoon to each of the two attacking battalions. The battalion commander does not know exactly how to employ them, but realizes that they must not be forgotten, so he attaches one section to each company, uses the engineer motorcycle for his messages, and keeps the platoon commander (Continued on next Page)

Foreign News Digest

(Continued from Preceding Page)

at his headquarters. When they ran across a road block, 40% of the engineer personnel had become casualties and the remainder were scattered. The road block could not be removed, but had to be detoured. Being attached, the engineer company commander could not be appealed to directly for assistance, but when it came to feeding, the engineers were not attached. It took several hours to distribute each meal to the scattered engineers.

Line officers should know more about the purpose and capabilities of the engineers; engineer units should not be subdivided, but employed as units. Owing to the lack of mobility of the engineers, which is the same as that of the infantry rifle companies, they are usually committed before their tasks are known. Then the attached junior engineer officer has a hard time in the face of the much senior unit commander.

The skirmish line: A criticism of peacetime training methods in which the attacking infantryman is rushed ahead, the old skirmish line reappears and he is not taught that he must keep himself alive and sell his life as dearly as possible. "The soldier of today must be able to sneak upon the enemy like an Indian and shoot like a hunter." "The spade is the doughboy's best friend in the attack." (*Militär Wochenblatt, Feb. 1937*)

Reorganization of the French Air Force: Command: A French decree of September 17, 1936, groups under the single authority of Chief of the Air Force General Staff, all the functions of command relative to the air defense of the country. This decision was motivated by the desire to bring together into the hands of the chief who would be responsible for air operations in time of war, the preparation for organizing, mobilizing, and concentrating the army of the air.

Accordingly, the general who is designated C. in C. of the air forces in time of war, invested in time of peace is with the triple functions of chief of the Air Force General Staff, vice-president of the Air Force Supreme Council and of inspector-general of the antiaircraft defense of the nation.

He will be assisted by two general officers. They will be known as Chief of Staff and Asst. Chief of Staff of the Army of the Air. In time of war one of them will remain at the Air Ministry in the role of chief of staff and will direct the general staff affairs at the ministry. The other will carry out the duties of major general of the mobilized air armies.

The Air Force Supreme Council: This Council consists of:

President: the air minister;
Vice-president: the chief of the Air Force General Staff;
Members with right of debate and vote: seven division commanders.
Permanent recorder: Asst. chief of staff of air army.
Members with right of debate but without vote:

Technical inspector general of aviation.
Asst. chief of staff of the air army.
Director of aviation construction.
Director of military aviation material.
Chief of the Army General Staff and one other member of the Supreme War Council designated by the minister of war.

Chief of the Navy General Staff and one other member of the Supreme Navy Council designated by the Minister of Marine.

The general officer in charge of military affairs in the Ministry of the Colonies.

The Air Force Supreme Council is especially charged with advising on:

Defense against air attack;
Participation of air forces in army and navy operations;
Organization of air forces in time of peace and in time of war.
The recruiting procedure and general training methods of air force personnel;
The combat tactics of air forces;
Establishment of construction programs;

The allotment of new materiel and their effect on employment;
Industrial mobilization.

Territorial Organization: To give high commanders in the air forces the same status as they would have in time of war, many changes have been made in the new organization. As before, territorial command is exercised by the commanders of the four air regions.

These four (Dijon, Paris, Tours, Aix-en-Provence) are further subdivided into two each, and each of the eight subdivisions is under a general officer. Under authority of the regional chief, the subdivision commander exercises territorial command, command of the air bases, aviation battalions and companies, reserve instruction and pre-military instructional agencies.

In the new set-up, the air base has an important place. It has become a veritable airport, a replica of a seaport. At this port are made repairs, inspections, tests of materiel and here are kept the planes.

The role of a base in time of peace as in time of war is to assure operation, under service conditions, of the aviation units stationed thereat.

The principal task of units is to "fight." But first they must be in operating condition. The base accomplishes this from an administrative and technical point of view.

The commander of the base, director of the park, responsible for mobilization, for the military instruction of the unit, is primarily concerned with organizing and insuring the functioning of the services for the benefit of the brigade occupying his grounds and for the units passing through.

The regional commander is charged with the preparation for war of the regional groups of reserves. He is also technical advisor to the commander of the military region in all aviation matters and the employment of air forces with the ground forces.

The relation between regional commands and regional reserve groups is controlled by the inspector general of aviation reserves, whose job is to advise the minister on the classification, instruction, and training of the reserves, and also to control the organization and functioning of pre-military service.

As for personnel, the permanent cadre is comprised of selected officers and non-commissioned officers. Upon mobilization this nucleus would be reinforced by both active and reserve officers of the air army and also by active and reserve officers of the ground army who are trained in observation and reconnaissance.

Large air units: The regrouping of aviation elements was indispensable in order to make possible a powerful and rapid action of the ensemble. For this reason there have been created large air units, homogeneous units, easy to command and directly dependent on the air minister. There is:

A heavy aviation corps—divided into divisions, brigades, and squadrons.

A light aviation corps—divided into brigades, not grouped into divisions.

These corps are placed under the command of general officers having the same rank as regional commanders.

The air brigade: The air brigade is the major element of heavy aviation divisions and of the light aviation corps. It contains several squadrons.

The brigade is the combat unit which is organized, administered, and trained so as to be ready always to go into action without delay. It has a training squadron, communication service, photo service, and services of navigation, fire, etc. In time of peace these services are the instructional media of the brigade.

The chief duty of the brigade commander is the preparation of these units for their combat mission in time of war.

The squadron is the tactical unit, the group is the elementary unit.

All of these steps have been taken to insure a rapid change from the peacetime administration to a wartime administration.

These groups also have different stations than formerly in order to: facilitate instruction and command; to withdraw units from the frontiers so as not to be

in such imminent danger from hostile air attack; to put light aviation close to sensitive points and thus better to insure their defense; to disperse units so that in general not more than two squadrons are at any one base.

Personnel: Age limits have been lowered by five years in order to maintain a younger group in the air service. To fill the vacancies thus created three steps were taken: the personnel of the central administration was reduced; non-commissioned officers were given commissions; reserve officers were put on active duty.

The central aviation school has also been reorganized in all its various branches and subdivisions. (*Bull. Belg. Sc. Mil. 1937.*)

First Division Training

The 1st Division consisting of Regular Army units stationed in the 1st, 2nd and 3rd Corps Area and commanded by Brig. Gen. P. L. Miles, USA, was able during the current training year to stress field training in most of its essential phases beginning with the smaller units and culminating with reinforced brigade maneuvers on varied terrain. The brigade maneuvers were made possible by the judicious conservation of tactical gasoline and the allocation of limited funds by the Commanding General, 2nd Corps Area. The only divisional units which were not represented at the brigade maneuvers were the 7th Field Artillery, stationed in the 1st Corps Area; the 1st Signal Company which was not available due to its participation in the Fourth Army Maneuvers; the 1st Medical Regiment and the 1st Tank Company. The shortage of funds precluded the employment of the 1st Tank Company in the larger maneuvers and the valuable training which would have been possible with the fast moving tanks was of necessity omitted.

The 1st Brigade reinforced with the 6th Field Artillery; Companies A, B and a detachment of Company E, 1st Quartermaster Regiment; a detachment of the Headquarters and Military Police Company; the Chemical Detachment; Company B, 1st Engineers and a company of the 2nd Separate Chemical Battalion; assembled at Indiantown Gap, Pennsylvania, under command of Brig. General Miles, commencing September 1, 1937. The concentration was effected entirely by the use of organic motor transportation at an average distance of 180 miles from home stations. The concentration was completed in three days. Following the concentration of the 1st Brigade and attached units a period of two weeks was devoted to progressive tactical problems from the battalion to include the brigade. The problem which created the most interest and brought forth the most comment was a practical test of wide envelopment included in the teachings of the Command and General Staff Schools. In this problem, the 16th Infantry with one battalion, 18th Infantry and the 6th Field Artillery (less one battalion) attached, made a night march to assembly areas on the flank and rear of the 18th Infantry and attached at dawn. The element of surprise was somewhat reduced by the activity of the 18th Infantry's Intelligence Detachment.

Many interesting and instructive situations were developed during the maneuvers at Indiantown Gap. Notable among which were the operation on the unfamiliar terrain of the Indiantown Gap reservation which was made available to the Regular Army troops by the National Guard authorities of Pennsylvania, and the participation of the entire 16th Infantry and the 6th Field Artillery. The former has not participated in any maneuvers as a unit in a number of years and the latter organization has not attended 1st Division maneuvers since 1922. Upon completion of the maneuvers the units returned to their respective home stations.

The 2nd Brigade, reinforced by the 5th Field Artillery; the 2nd Battalion, 25th Field Artillery; 1st Ordnance Company; Company E, 1st Engineers; and 2nd Platoon, Company E, 1st Quartermaster Regiment, assembled at Pine Camp, New

York, September 18, 1937, under command of Col. Hiram Cooper, 28th Infantry, temporarily in command during the absence of Brig. Gen. Walter C. Short at the test of the proposed division.

A period of two weeks was allotted to the field training and maneuvers. The first half of the period was devoted to progressive battalion and regimental tactical problems. The second half of the period being devoted to a continuous brigade problem. Embodied in the various problems were the latest thought and teachings of our service schools applicable to the offensive and the defensive.

The Pine Camp Maneuvers, like those held at Indiantown Gap, were highly successful and of material benefit to all participants. The maneuvers terminated on September 28th and all units were at their permanent stations by October 1st.

The field training of the Infantry brigades and attached units of the 1st Division during these maneuvers afforded an excellent opportunity for the development of the Infantry-Artillery team training which was taken full advantage of. This field training combined with the theoretical training given to the Division Staff during the First Army Command Post Exercises at Ft. Devens, Mass., the latter part of August and the forepart of September has been most profitable for the 1st Division as a whole. Concurrently with this training, every effort has been made to provide the maximum training for the Reserve officers assigned to the Division.

The Division is now preparing to launch its troop schools for all elements of the Division during the winter months.

Win Hawaiian Baseball Title

Honolulu, T. H.—During the baseball season just passed the 27th Infantry, known locally as the "Wolfhounds," turned out one of the best teams ever produced at Schofield Barracks. Lt. H. L. (Hank) Flood coached the team and to him goes the greater portion of the credit for its remarkable showing. His careful training and judgment resulted in the attainment of both the Schofield and Department Championships.

Over a period of three months the "Wolfhounds" met each of the other teams in the Schofield League three times and ended the period with twenty three wins out of twenty-seven games played.

The Hawaiian Department Championship is determined annually by a three-game series between the Honolulu Sector Champions and the Division Pennant winners. Since 1932 the Fort Shafter team has been the league leader in the Sector and for the past three years Department Champions as well. This year they went down in defeat before the "Wolfhounds" in two straight games by scores of 2-1, 2-1.

The brand of baseball played by the "Wolfhounds" during the season was well above average. All the regulars were outstanding performers in all departments of the game—particularly the team captain, Sgt. "Bama" Dillard, who played 3rd, Cpl. "Cy" Coleman league leading pitcher, credited with the only no hit, no run game of the season, and Sgt. "Mike" Sherba, peppy little 2nd baseman who led the league in hitting—average of .404, with 109 trips to the plate—runs scored, runs batted in and stolen bases. All three of these players were chosen "All Schofield" by vote of the various coaches.

Col. A. R. Emery, commanding the 27th, the officers and men of the regiment are extremely proud of the "Wolfhound" baseball team.

Army Mutual Aid Association

During the week Lt. Col. Julian F. Barnes, FA, Maj. Glenn D. Hafford, Inf., 1st Lt. Philip W. Mallory, MC, 1st Lt. Edwin M. Goyette, MC, 1st Lt. Bernard Card, CE, 2d Lt. Joseph A. Smedlie, CE, 2d Lt. Ward H. Van Atta, CE, and 2d Lt. Max S. George, CAC, joined the Association and five members increased their insurance to \$6,000.

Benefits paid: Maj. John D. Goodrich, QMC, and Lt. Col. Thornton Rogers.

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Personals

Mrs. Thomas F. McNeill, wife of Col. T. F. McNeill, Inf., USA, has returned from France where she spent the summer.

Miss Jean McNeill was awarded a position as assistant d'anglais at Thonon on Lake Geneva by the Institute of International Education, and will remain in France for a year. She graduated at Ohio University in June, then studied at the University of Grenoble, France, two months, receiving a diploma at the end of August. Among the many trips she made this summer was the route Napoleon from Cannes to Grenoble.

Lt. Col. and Mrs. Charles M. Roberts are now located at No. 2237 North St., Beaumont, Tex., after touring through a number of southern states since Colonel Roberts retired from active service on August 1.

Mrs. Park Holland, wife of Capt. Park Holland, AC, USA, is recuperating at her home, 3331 Tennyson Street, Chevy Chase, D. C., after having been in Walter Reed General Hospital, Washington, D. C., for the past nine weeks.

Mrs. M. L. Thurber has returned to her home, 223 Second Street, Covina, Calif., after spending the summer at the home of her son, Lt. Col. Philip L. Thurber, FA, USA, in Seattle, Wash.

The Secretary of War and Mrs. Harry H. Woodring returned to Washington, Oct. 14, after a brief stay in New York.

Former Senator and Mrs. Marcus Coolidge, parents of Mrs. Woodring, who have been visiting their son-in-law and daughter, have returned to their home in Fitchburg, Mass.

Senator Morris Sheppard, Chairman of the Senate Military Affairs Committee, and Mrs. Sheppard are expected to return to their Washington home about the first of November. They sailed the end of August for Bermuda, where they are spending the early Autumn.

Misses Carolyn and Inez Wiczorek entertained the Baltimore Chapter of the Daughters of the U. S. Army with a tea on Wednesday, October 13th, at their home in Catonsville, Md.

The first Fall meeting of the Chicago Chapter of the Daughters of the United States Army was held at the home of Mrs. Geo. C. Hager. The president of the chapter, Ruth Graham Stokes poured tea.

The chapter meets once a month and the next meeting will be at the home of Mrs. J. H. Hutchinson in Evanston.

Lt. Comdr. Hiram L. Irwin, USN-Ret., of San Mateo, Calif., recently sustained a fractured leg when a hit-and-run auto driver ran him down on the highway.

The Chief of Naval Operations and Mrs. Leahy will be at home on the first, eighth and fifteenth of November, from five to seven o'clock, to all active and retired officers of the Navy residing in

SERVICE SOCIAL NEWS



MRS. JOSEPH CAREY who before her marriage to Mr. Joseph Carey at Washington, D. C., in June, was Miss Elizabeth Walker, daughter of Lt. Comdr. Hugh McLean Walker, USN-Ret.

the vicinity of Washington, and their families.

Army and Navy Chapter, DAR, Mrs. William Frederick Pearson, Regent, hopes that its benefit card party to be held at the Shoreham, October 29, will be a tremendous success. All local members of the Chapter and other Service women interested are being urged to send a small contribution, and as to other members located all over the world, it is hoped that the Service papers will reach them when letters do not seem to.

Mrs. Roosevelt has very graciously consented to act as a sponsor and has sent a generous donation. Additional patronesses are: Mrs. George A. Lynch, wife of the Chief of Infantry; Mrs. George S. Messersmith, wife of the Assistant Secretary of State; Mrs. Henry M. Roberts, Jr., candidate for President General of the DAR for 1938; Mrs. J. O. Richardson, wife of Rear Admiral Richardson, USN; Senora Enrique Prieto, wife of the former Cuban Attache; Madame Julia Grant Cantacuzene; Mrs. Harry Robinson, President of the Club of Colonial Dames of Washington, D. C.; Mrs. Alva J. Brasted, wife of the Chief of Chaplains, USA; Mrs. A. Owen Seaman, wife of Brigadier General Seaman, Assistant Quartermaster General; Mrs. George Maddern Grimes, former State Regent; Mrs. Julian L. Schley, wife of the new Chief of Army Engineers; Mrs. John L. Hines, wife of Major General Hines, USA-Ret., formerly Chief of Staff; Mrs. Parker West, wife of Major West, USA-Ret.; Mrs. Edward M. Shinkle, wife of Brigadier General Shinkle, Assistant Chief of Ordnance; Mrs. William H. Tschappat, wife of the Chief of Ordnance; Mrs. Edgar T. Conley, wife of the Adjutant General; Mrs. Charles Conard, wife of the Paymaster General of the Navy; and Mrs. Richard La Garde, wife of Major La Garde, USA-Ret.

Contributions should be sent to Mrs. Frank R. Keefer, 3607 Porter Street, N. W., Washington, D. C.

Lt. Col. and Mrs. Philip L. Thurber, FA, USA, have returned to their home at Lamrehurst, Seattle, Wash., after a leave during which they visited Victoria, Vancouver, Lake Louise Banff, Chicago, Niagara Falls, New York City, West Point, Washington, D. C., Atlanta, New Orleans, San Antonio and San Francisco. They were in New York City during the American Legion Convention, and while at West Point, saw their son, Cadet Pomeroy Thurber.

Mrs. Claude A. Swanson announces that on Nov. 2, 1937, the Tuesday morning meetings of the Navy-Marine unit of the American Red Cross will be resumed for the 1937-1938 season.

The meetings will be held in the Red Cross Chapter room. The work will be directed by Mrs. Arthur P. Niblack. The wives and daughters of all Navy and Marine officers will be welcome as workers.

At the meeting on Nov. 2, Mrs. Swanson and a representative of the Episcopal Eye, Ear and Throat Hospital will address the meeting.

The Norwotock Kennels, owned by Col. G. A. Taylor, USA-Ret., now of Old Hadley, Mass., have had a successful season. At Boston, at the Dedham Polo and Country Club, the Berkshires Hunt and Country Club, Lenox, and other shows his English setters took numerous ribbons. At the Eastern States Exposition his team of four matched orange beltons went first. His blue belton, Norwotock Kansas Pete, placed in the field trials of the East Longmeadow Rod and Gun Club. The Countess Potocka of Nancy also turned in consistent performances. The Colonel breeds, trains, and handles his own dogs in the field and in the showing, and does not utilize his kennelman unless two or more dogs are in action. Kansas Pete bears the name of his owner's dog poem, which, written a quarter of a century ago, is still being republished. Colonel Taylor was the donor of the silver trophy for the field trial class at the big Morris-Essex show in New Jersey. He also breeds pheasants, and shows prize chickens and pigeons.

Col. and Mrs. C. W. Exton, USA-Ret., and their two daughters, Misses Jacqueline and Patricia are settled in their home at 3125 Dumbarton Ave., Georgetown, D. C.

Weddings and Engagements

Mrs. Anita Isabel Stanton Kiolman, daughter of Capt. and Mrs. F. J. Wille, USN, was quietly married at their quarters on Puget Sound Navy Yard, Bremerton, Wash., to Col. Paul Allyn Capron, USMC, at one o'clock p. m., Saturday, Oct. 9, 1937.

The bride and bridegroom were attended only by Captain and Mrs. Wille. Comdr. Riddle, the Yard Chaplain performed the ceremony.

Colonel and Mrs. Capron will be at home at their quarters on Puget Sound Navy Yard after Nov. 1.

Capt. and Mrs. Francis Jennings McQuillen, USMC, have announced the engagement of the former's sister, Mary Patricia, to 1st Lt. Frederic Haynes Ramsey, USMC. The wedding will take place at the Naval Training Station Chapel, San Diego, Calif., on Oct. 30.

Announcement has been made by Mrs. Mildred McGee of Santa Monica, Calif., of the coming marriage on Nov. 6 at New York of her daughter, Miss Nancy McGee, to Ens. Marcus Ramon Peppard, Jr., USN, who was graduated from the Naval Academy in the class of 1935 and is now attached to the USS Tillman.

Miss Mary Foliot Wilson, daughter of Mrs. Wilson and the late Philip C. Wilson, was married to 2nd Lt. Philip Cochran Tinley, Inf., USA, at Baltimore, Md., Oct. 16, 1937.

The ceremony was performed in St. Michael and All Angel's Church by the Rev. Harvey P. Knudsen.

The bride was given in marriage by her uncle, Capt. Charles L. Leonard, USA-Ret. Miss Virginia Scoplinich, a cousin of the bride, was maid of honor. The bridesmaids were Miss Lucretia Scoplinich and Miss Shirley Alban. The bridegroom was attended by his cousin, Sidney Tinley.

Taking part in the forming of the arch of swords, under which the bride and bridegroom made their exit from the church, were Lieutenants L. A. Fuller,

L. B. Graham, A. M. Cochran, R. M. Williams, L. A. Jackson, G. A. Sikes, T. I. Dulin, J. A. Kindig, T. W. Moeller and R. A. Rively.

Following the ceremony a reception was held at the home of the bride, 816 East Forty-first Street, where she cut the wedding cake with the sword of her maternal great-grandfather.

Following a honeymoon the couple will be at home in Ft. Washington, where Lieutenant Tinley is stationed.

Maj. and Mrs. Walter James Gilbert, CAC, USA announce the marriage of their daughter Miss Eleanor Damon Gilbert to 1st Lt. William F. Rader, Inf-Ret., at Waterville, N. Y., Oct. 15th. Lt. Rader is on duty with Company 3202, CCC, at Sherburne, N. Y.

Miss Sabra Roberts, daughter of Capt. and Mrs. Frank Hamilton Roberts, USN, became the bride of Mr. Smith Hempstone Oliver, son of Capt. and Mrs. Frederick Lansing Oliver, USN-Ret., at Newport, R. I., on Saturday, Oct. 9, 1937.

Comdr. Reuben W. Shrum (ChC), USN, officiated. The wedding, which was attended by members of the immediate families, was followed by a reception for 500.

The bride, who was given in marriage by her father, had Miss Mary Anna Jensen, daughter of Capt. Henry M. Jensen, USN, as her maid of honor and only attendant. Mr. Oliver had his father, Captain Oliver, as best man.

For her wedding gown, the bride wore a Duchess style white satin model used by her aunt, Mrs. H. Bruce Fletcher, 34 years ago. Her Spanish lace veil was that worn by the grandmother of her maid of honor, Miss Jensen. She carried a Valentine bouquet of gardenias, lilies of the valley, and small blue flowers in old-fashioned style.

The ushers were Robert Oliver, a brother of the bridegroom; Houston H. Driggs, an uncle of the maid of honor; John Liblare; James Hawk; Lt. Roland P. Kauffman, USN; Lt. Comdr. George Rice (DC), USN; and Lt. George Purmort, USN.

Following the reception, Mr. and Mrs. Oliver, who will make their home in New York, left on their wedding trip.

Lt. Col. and Mrs. William P. Wattles, Sig-Ret., National Secretary of the Reserve Officers' Association, Washington, D. C., have announced the engagement of their daughter, Miss Cynthia Brewster Wattles, to Lt. Neale R. Curtin, USN, son of Mrs. T. A. Solberg of Stevenson, Md., and of the late Lt. Comdr. Roland I. Curtin, USN.

The wedding is to take place this Fall.

Announcement has been made by Mr. and Mrs. Victor E. de Kiraly of the engagement of their daughter, Miss Bonnie de Kiraly, to 2nd Lt. Joseph L. Chabot, Inf., USA, of Whitefield, N. H. Lieutenant Chabot was graduated last June from the United States Military Academy at West Point.

The wedding will take place in December at Ft. Sam Houston, San Antonio, Tex., where the prospective bridegroom is now stationed.

Comdr. and Mrs. Charles Covode Davis, USN-Ret., of Washington, D. C., have announced the engagement of their daughter, Miss Mary Covode Davis, and Mr. James Thomas Joyce, Jr., also of Washington. The wedding will take place the latter part of November.

Mrs. Jesse Barrett Oldendorf, wife of Comdr. Oldendorf, USN, announces engagement of her daughter, Miss Margaret Ann Thurston, to Ens. James Seton Gray, Jr., USN. The prospective bridegroom is the son of Mr. and Mrs. James Seton Gray, of Milwaukee. The wedding will take place early in June.

Next June has been chosen by Miss Mary Jo Davis for her marriage to Ens. Charles Harris, USN, the betrothal having been announced recently.

Miss Florian A. Parker, daughter of (Please turn to Page 156)

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Posts and Stations

WASHINGTON, D. C.
October 21, 1937

Mrs. Claude A. Swanson, wife of the Secretary of the Navy, quite recovered from her recent severe cold motored to Baltimore, Oct. 16, to see the Navy-Harvard football game in the Baltimore Stadium.

She had as guests in her box the Secretary of War and Mrs. Harry H. Woodring, Capt. and Mrs. Edgar L. Woods, (MC), USN, their daughter, Miss Douglas Woods, Commander Sears, and Mrs. Swanson's son, Douglas Hall.

Col. Andrew J. White, USA-Ret., and Mrs. White have arrived in Washington to make their home at the Ritz, 1631 Euclid St. For the past year they had resided in Springfield, Ill., where Mrs. White's sister, Miss Althea Nelson, is engaged in business.

Mrs. Henry S. Wygant, wife of Colonel Wygant, USA-Ret., entertained at a luncheon on Oct. 19.

Mrs. John F. Hough, wife of Captain Hough, USMC, and her infant son have returned from Peking, China, and are staying with her parents, Mr. and Mrs. E. R. Pitcher, until Captain Hough's return.

Miss Rosemary Newman, who will make her formal bow to society Wednesday, Nov. 24, from 5 to 7 p. m., at a tea given by her parents, motored to Baltimore, Oct. 16, for the Harvard-Navy game.

Accompanying her was her father, Col. Richard D. Newman, (Cav.), NGB, USA.

Col. H. R. Richmond, Cav., USA, and Mrs. Richmond, of Ft. McPherson, Ga., are spending several days at the Martinique.

Maj. Gen. and Mrs. John T. Myers, USMC-Ret., are in Washington. They arrived from Ventnor, N. J., where they have been spending the summer.

WEST POINT, N. Y.
October 16, 1937

Interest this week centered in the Army-Yale football game played today in the Yale Bowl. Many officers and their families motored to New Haven and were entertained after the game by Mr. Malcolm Farmer, graduate manager of athletics at Yale University, and Mrs. Farmer.

At a tea given by the West Point Officers' Tennis Association at the Officers' Club on Wednesday, cups were presented to the winners of the fall tournament by a committee consisting of Mrs. Elvin B. Helberg, Mrs. Garrison H. Davidson, Capt. Alexander Miller, 3rd, and Capt. Kenneth E. Thiebaud. Those receiving trophies were Lt. Harold E. Brooks for winning the officers' singles; Col. Clayton E. Wheat and Lt. Walter K. Wilson, Jr. for winning the officers' doubles; Mrs. Elvin B. Helberg for winning the ladies' singles and Mrs. Garrison H. Davidson and Mrs. Harold E. Brooks, for winning the ladies' doubles.

In honor of Miss Jessica Dragonnette, Capt. William Mason Wright entertained at a tea on Sunday and had as guests Maj. and Mrs. George Chapman, Maj. and Mrs. James L. Hayden, Maj. and Mrs. John M. Weil, Capt. and Mrs. John L. Whitelaw, Capt. and Mrs. John H. Evans, Capt. and Mrs. Frances R. Stevens, Capt. and Mrs. Mallin Craig, Jr., Capt. and Mrs. Walter C. Stanton and Lt. and Mrs. John A. Berry, Jr.

Dinner guests of Capt. and Mrs. James U. Cole on Wednesday were Lt. Col. and Mrs. Jacob L. Devers, Capt. and Mrs. Edwin L. Selbert, and Capt. and Mrs. Charles E. Hart.

Capt. and Mrs. Willard A. Holbrook, Jr., entertained at a dinner early this week for their house guests, Col. and Mrs. Herbert H. Frost of Rye, N. Y., and Lt. and Mrs. Millard C. Young of Mitchell Field, L. I. and had as additional guests Capt. and Mrs. Richard R. Courney, Capt. and Mrs. Willis S. Matthews and Lt. and Mrs. Normando A. Castello.

Capt. and Mrs. Lyle Rosenberg, Capt. and Mrs. Theodore M. Osborne and Capt. and Mrs. Donald McLean entertained jointly at a tea for the members of the class of '23 now on duty at the Military Academy. The guests included Capt. and Mrs. Harold D. Kehm, Capt. and Mrs. Einar B. Gjelstein, Capt. and Mrs. Herbert B. Enderton, Capt. and Mrs. Allen L. Keyes, Capt. and Mrs. John H. Evans, Capt. and Mrs. Earl S. Gruver, Capt. and Mrs. John M. Welkert and Capt. Eugene L. Harrison.

ANNAPOLIS, MD.
October 19, 1937

Rear Adm. David Foote Sellers and Mrs. Sellers gave a dinner party last Wednesday evening in honor of Capt. Robert C. Giffen, former director of athletics at the Naval Academy, and Mrs. Giffen. Captain Giffen is leaving soon to take command of the USS Boise which is being built at Newport News, Va.

Capt. Forde A. Todd, Commandant of Midshipmen, and Mrs. Todd held the first of their series of receptions last Wednesday from 4:30 to 6:30 o'clock. Mrs. Todd was assisted by Mrs. Walter S. Delaney, Mrs. Marcy Dupre, Mrs. Henry S. Nielson, Mrs. Howard H. Crosby, Mrs. William P. Burford, Mrs. George V. Stewart, Mrs. Bryson Bruce, Mrs. Manning

H. Philbrick, Mrs. Ford Taylor, Mrs. Oscar Smith, Mrs. Samuel P. Jenkins, Mrs. Robert P. Luker and Mrs. David L. Nutter.

Comdr. and Mrs. John T. Bowers entertained over the week-end. Commander Bowers' nephew, Lt. Comdr. Charles Bowers Momen, Mrs. Momen and their two children. The Momenes have recently returned from China and are living in Washington.

Miss Dulancy Claude, daughter of Dr. Gordon H. Claude, USN-Ret., and Mrs. Claude, left on Friday for Ft. Benning, Ga., where she will visit her brother and sister-in-law, Capt. David Kerr Claude, USMC, and Mrs. Claude.

The Naval Academy Woman's Club met at Carvel Hall on Monday afternoon. The guest speaker was Miss Mary Haworth, who writes a column entitled "Mary Haworth's Mail" for a Washington newspaper. Following the meeting tea was served. Mrs. W. S. Delaney, Mrs. J. T. Bowers and Mrs. R. L. Conolly presided at the tea table and were assisted by Mrs. L. P. Abercrombie, Mrs. B. W. Decker, Mrs. D. Hyatt, Mrs. W. E. Miller, Mrs. C. Todd, Mrs. B. N. Ward, Mrs. George M. Dunsberger, Mrs. J. C. Eddy, Mrs. Graeme Bannerman, Mrs. H. Oren, Mrs. W. S. Macaulay, Mrs. G. R. Osborne, Mrs. Philip Osborne, Mrs. R. McCool, Mrs. W. A. Griswold and Mrs. A. F. Spring.

Capt. and Mrs. Edgar L. Woods, of the Naval Hospital and Miss Douglas Woods, Mr. Douglas Hall and Comdr. A. W. Sears were the guests of Mrs. Claude A. Swanson, wife of the Secretary of the Navy, at the Navy-Harvard football game last Saturday.

Miss Elizabeth Ridgely, sister of Capt. Reginald Ridgely, USMC, who makes her home in Annapolis with her parents, Dr. and Mrs. Reginald Ridgely, left last week for San Diego where she will visit her sister and brother-in-law, Capt. Frank H. Wirsig, USMC, and Mrs. Wirsig.

The Naval Academy Officers' Club has opened a series of bridge tournaments to be held Tuesday nights during the winter season. The committee is composed of Lt. C. W. Humphreys, chairman, and Lt. R. A. Cook, USN-Ret. Capt. Oscar Smith is chairman of the House Committee.

QUANTICO, VA.
October 21, 1937

Maj. and Mrs. James A. Mixson, USMC, left the post Oct. 15 to motor to California, where Major Mixson will be on duty for two weeks in San Francisco before sailing for duty in Shanghai, China.

While Major Mixson is in the Orient, Mrs. Mixson will reside in San Diego.

Mrs. T. G. Wornham of Rensselaer, N. Y., arrived here Oct. 11 to visit her son and daughter-in-law, Capt. and Mrs. Thomas A. Wornham, USMC.

Capt. and Mrs. Lewis R. Tyler, USMC, entertained at cocktails Oct. 14 in honor of Mrs. Tyler's parents, Mr. and Mrs. C. A. Washburn, and Mr. and Mrs. A. C. Carpenter of Ottawa, Kans., who are their guests for a week.

Mr. and Mrs. J. P. Grimes of Virginia Beach, Va., were the guests last week of their son-in-law and daughter, Capt. and Mrs. Walter I. Jordan, USMC.

Col. and Mrs. Samuel M. Harrington, USMC, were hosts at a buffet luncheon at their quarters Oct. 17.

The Misses Gertrude and Eloise Wood of Adrian, Mich., arrived in Quantico Oct. 11 for a fortnight's visit with Maj. and Mrs. William J. Wallace, USMC.

Col. and Mrs. Charles J. Miller, USMC, entertained at a dinner party at their quarters Oct. 16 in honor of their house guests, Dr. and Mrs. Q. E. Gage of Milwaukee, Wis. Dr. Gage is a brother of Mrs. Miller.

Miss Marguerite Reilly of Washington, visited Lt. Col. and Mrs. Francis P. Mulachy, USMC, last week end.

FT. WADSWORTH, N. Y.
October 18, 1937

Most of the officers of the Post and their wives attended the reception and dance which was given in honor of Col. F. W. Babson, new commanding officer of the 18th Inf., at Ft. Hamilton on Friday night.

Mrs. E. M. P. Sward was hostess to a large group for luncheon and bridge at the regular Bridge Club meeting last Tuesday. Several out-of-town guests and new members were present.

Capt. and Mrs. A. T. Wilson are spending several months in California and are visiting relatives en route.

Lt. and Mrs. J. L. McGeehe have returned to the Post from a ten day motor trip through New England and Canada.

Lt. C. R. Etzler is enrolled this term at the Chemical Warfare School, Edgewood Arsenal, Md.

Lt. and Mrs. Fred L. Walker, Jr., who were married in Elmhurst, New York on October 9th, will be at home after November 1 at Camp Dix, New Jersey. Mrs. Walker was, before her marriage, Miss Florian Adeline Parker, daughter of Mr. and Mrs. George Lofton Parker, Lieutenant Walker, Class of '36, USMA, is the son of Lt. Col. and Mrs. Fred L. Walker.

LONG BEACH, CALIF.

Mrs. Claude C. Bloch was complimented at a luncheon Thursday in Huntington Hotel, Pasadena, given by Mrs. Edward C. Kalbfus. Guests were wives of officers on the staff of Vice Admiral Kalbfus and wives of captains commanding battleships in the harbor area.

Maj. and Mrs. O. E. Trechter of Westwood Hills were dinner hosts at Santa Monica Deauville Club in honor of Col. and Mrs. Charles F. Severson. Invited to greet the couple were Colonels and Mmes. Chamberlain, E. J. Moran and H. E. Yates, also Drs. and Mmes. Charles Titus and E. R. Hedrick, of the University of California at Los Angeles. Mrs. John C. Newton will entertain Wednesday in her Westwood Hills home for Mrs. Severson. Mrs. Newton, who is the wife of Major Newton, will give a bridge tea Oct. 27 at Deauville Club for Mrs. Severson.

Vice Admiral and Mrs. William T. Tarrant and the commanding officer of Indianapolis, Capt. Thomas Kinkaid, and Mrs. Kinkaid, were feted at the dinner dance at Lakewood arranged by officers of the Indianapolis with seventy-five participating.

Capt. and Mrs. Hartigan, who have taken a furnished house in Carroll Park after a three-year absence from Long Beach, have as house guests their daughter, Mrs. James A. B. Barton (Margaret Hartigan) and small son, Hugh Barton. Mrs. Barton's husband is with the diplomatic service and is in Shanghai. The Hartigan son, Charles, Jr., is a first classman at the Naval Academy.

Capt. and Mrs. Augustin Beauregard, formerly residents at Villa Riviera, are now making their home at 308 Orange Ave., Coronado.

Mrs. Thomas Olin Oberrender, wife of Lt. Oberrender, USS Nevada, has reopened her home at 160 Prospect Ave., after having followed the ship the past six months to Honolulu, Seattle, San Francisco, Tacoma and Bremerton. She is entertaining her husband's niece, Miss Helena Lou Oberrender, who joined them in Bremerton.

Plans for a milk fund dance Nov. 2 in Villa Riviera ballroom are being made by Tau Omicron Phi, Army-Navy juniors' sorority. It will be open to the public. A rush tea was given recently at the home of Miss Margaret Tausig, daughter of Rear Adm. and Mrs. Joseph K. Tausig. New members are Misses Nancy Kittelle, Margaret Hammond, Rose Dawes, Mary Jane Jacobs, Helen Warbridge, Shirley Sartin, Peggy Wickersham, Ruth Hall, Betty Coman and Jane Hammond.

SAN DIEGO, CALIF.

October 19, 1937

Incident to the arrival here Sunday morning of Rear Adm. Percival S. Rossiter (MC), USN, Surgeon General of the Navy, there have been a number of social affairs in his honor, including a cocktail hour that afternoon at the home of Rear Adm. and Mrs. Ulys R. Webb (MC), USN-Ret. Yesterday an inspection was made of the Naval Hospital, and Capt. John D. Manchester (MC), District Medical Officer, was host at a stag luncheon. Monday evening Capt. John E. Porter, Commanding Officer at the Naval Hospital, and Mrs. Porter were hosts at a buffet supper in their quarters. Other functions included a luncheon at the Naval Hospital sponsored by all medical officers, regular and reserves, a luncheon at Case del Rey Moro Cafe in Balboa Park, sponsored by the city and county and chamber of commerce, and a cocktail party at El Cortez Hotel.

Maj. Gen. and Mrs. Archibald H. Sunderland (CAC), USA, arrived yesterday for a short visit at the home of Col. and Mrs. Henry B. Clark, USA-Ret. General Sunderland, Chief of Coast Artillery, is on an inspection tour of posts on the Pacific Coast.

Mrs. Carlton McGauly, wife of Lt. Comdr. McGauly, USN, entertained at luncheon at Cafe del Rey Moro recently in honor of Mrs. R. W. Backus, about to leave for Dayton, O.

Mrs. Allen I. Price, wife of Lt. Comdr. Price, USN, has gone to Baltimore to visit her mother and sister.

Mrs. John F. Murphy, wife of Capt. Murphy (MC), USN, has arrived from San Mateo to visit her son-in-law and daughter, Lt. and Mrs. Eugene F. May, USN, and will be joined later by Capt. Murphy, who has been attending a meeting of the American Society of Military Surgeons at Los Angeles.

Mrs. James Fife, Jr., wife of Lt. Comdr. Fife, USN, has had as her guest the past week Mrs. Lemuel E. Lindsay, wife of Comdr. Lindsay, USN, who makes her home at Long Beach.

Mrs. Charles Antoniak, wife of Ens. Antoniak, USN, was hostess the past week at a desert bridge and pink and blue shower in honor of Mrs. Willard J. Bain, wife of Ens. Bain, USN.

Col. and Mrs. Charles E. Stodter, USA, have as their house guest for some months the latter's sister, Mrs. R. H. Morgan of Cleveland, O.

Mrs. Paul Blackburn, wife of Capt. Blackburn, USN, Commandant at the Naval Training Station, has returned from Honolulu.

FT. FRANCIS E. WARREN
October 18, 1937

Brig. Gen. and Mrs. Earnest D. Peek have

as their guest Mrs. Peek's sister, Mrs. William K. Lindsay of Conn.

Lt. and Mrs. H. M. Peyton of the Fourth Brigade have as their guests, Lieutenant Peyton's sisters, Mrs. Virginia Peyton Brower and Mrs. E. B. Erickson of Duluth, Minn.

Col. E. E. Jones with Mrs. Jones and their daughter Phyllis, arrived at this post this past week from Berkeley, Calif., where Colonel Jones was on duty with the University of California.

Capt. and Mrs. Augustus J. Regnier with their two sons, Anthony and Richard, have arrived for station at this Post from the Philippines, and will be with the Twentieth Infantry Regiment here.

Capt. and Mrs. J. H. Turner of the Medical Corps will have open house on November 10 in honor of Maj. and Mrs. Howland Gibson who are leaving Ft. Warren for duty in the Philippines.

The First Infantry Bridge Club met on Thursday, Oct. 21 at the ladies' card room with Mrs. Bert N. Bryan and Mrs. J. A. Cistero as hostesses.

Mrs. Bert N. Bryan, wife of Captain Bryan of the First Infantry entertained at luncheon at her quarters on Friday. Covers were placed for twenty.

Mrs. Henry W. Robinson wife of Major Robinson of the First Infantry entertained at luncheon and bridge at her quarters on Monday honoring the new members of the garrison. Covers were placed for sixteen.

Mrs. Harvey Morgan, wife of Captain Morgan of the Fourth Brigade was hostess to a group of eighteen at luncheon and bridge on Tuesday the 19th, at her quarters at the Post.

Capt. and Mrs. Jacob Moon of the Twentieth Infantry entertained 18 members of the garrison with a wild game supper at their quarters Thursday evening, following supper the guests attended the Post Theatre.

Maj. and Mrs. Holland Chammess of the 20th Infantry will entertain at dinner at their quarters on Saturday evening, October 23 preceding the Post Hop. Members of the garrison have been invited for this occasion.

Carabao Holds "Wallowette"

The Military Order of the Carabao held a "wallowette" in Washington, Oct. 20, a dinner dance at which the wives of members joined in the festivities.

Col. Henry H. Sheen, USA, presided in the absence of Brig. Gen. Frank T. Hines, Veterans' Administrator and Grand Paramount Carabao of the Order. Among those present were Maj. Gen. Thomas Q. Ashburn and Mrs. Ashburn, Maj. Gen. Merritt W. Ireland and Mrs. Ireland, Maj. Gen. Allen W. Guillion and Mrs. Guillion, Lt. Gen. Friedrich von Boetticher, Military and Air Attache, German Embassy, and Mrs. Boetticher; Brig. Gen. Augustus B. Warfield and Mrs. Warfield, Brig. Gen. Nathaniel F. McClure and Mrs. McClure, Brig. Gen. Hugh Matthews, USMC, and Mrs. Matthews, Col. Henry H. Sheen and Mrs. Sheen, Col. Consuelo A. Seoane and Mrs. Seoane, Col. Rowland B. Ellis and Mrs. Ellis, Col. Joseph S. Cecil, Mrs. Richard L. Cave, Mrs. Daniel J. Carr, James Carr, Mrs. Ulises F. Espallat, Col. Harry Coope, Col. Joseph Heller and Mrs. Heller, Miss Stella M. Brady, Col. John P. Wade, Maj. Edward H. Conger, USMC, and Mrs. Conger, Mrs. Robert Heutemette, Fred East, Col. Thomas M. Foley and Mrs. Foley, Mrs. Bernard T. Fitzgerald, Col. Francis W. Griffin, Charles Porterfield Light, Jack Lynch, Col. Linwood E. Hanson and Mrs. Hanson, Col. Joseph F. Siller and Mrs. Siller, Capt. George T. Summerlin, and Maj. Ferry K. Heath.

Siberian Veterans

Formal organization of an East Coast-Middle West society of veterans of the Siberian Expedition, A. E. F., was recently accomplished at New York, with Maj. Gen. William S. Graves, USA-Ret., who was in command of the American forces in Siberia, named as Honorary Life Commander and Col. O. P. Robinson, Inf., now on duty with the ROTC unit at City College, New York, named Commander. Staff Sergeant Herbert E. Smith, of the Army Publicity Bureau at Governors Island, New York, was named publicity director, and is seeking the names, addresses, and former AEFS affiliation of all Eastern and Midwest individuals who served in Siberia with the American expedition during the World War period. A banquet and reunion party is planned for early in 1938, the get-together to be held in an Eastern city to be chosen by the executive committee.

Navy Orders

(Continued from Page 149)

Lt. William S. Howard, Jr., det. NYd., Charleston, Nov. 6; to command Ontario.

Lt. Thomas B. McMurtrey, det. staff, Cdr. Battleship Div. 1, Oct.; to Pennsylvania.

Lt. (jg) John H. Kaufman, det. Owl Oct. 14; to Yorktown.

Lt. (jg) Edwin K. Ponvert, on disch. trmt. Nav. Hosp., Wash., to home, relieved all active duty.

Ens. Paul D. Ellis, Jr., det. Pensacola; continue trmt. Nav. Hosp., San Diego.

Ens. Robert B. McLaughlin, det. West Virginia, Oct. 23; to c/o USS Sommers and on bd. when commissioned.

Ens. William A. Sullivan, det. Colorado, Oct. 23; to c/o Somers and on bd. when comm.

Lt. Elmer L. Caveny, (MC), ors. by C. in C. Asiatic modified. To NYd., Phila.; instead Nav. Hosp., Phila.

Lt. Austin J. Walter, (MC), to instrn. Nav. Hosp., Phila.

Lt. (jg) Paul W. J. Dickman, (CHC), det. Nav. Trng. Sta., San Diego; to Holland.

Ch. Mach. Homer K. Davidson, ors. July 27 modified. To Philadelphia instead c/o Savannah.

Ch. Mach. George W. Robbins, det. Pennsylvania Oct. 31; to home, relieved all active duty.

October 18, 1937

Lt. Comdr. Albert M. Hinman, det. Capt. of Yard, NYd., Cavite, Dec. 1; to home, relieved all active duty.

Lt. John M. Taylor, det. Medusa; to staff, Cdr. Battleship Div. 1, as aide & flag secy.

Lt. Comdr. Hugh A. Phares, (SC), det. Indianapolis Nov.; to continue trmt. Relief.

Lt. Philip White, (SC), det. Nav. Air Sta., Norfolk, Nov. 1; to Nav. Trng. Sta., Norfolk.

Mach. Michael J. Hurley, det. Asst. Nav. Insp. of Machy., United Shipyards, Inc., New York, to Fedl. Shipbldg. & Dry Dock Co., Kearny, as Asst. Nav. Insp. of Machy.

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ASIATIC ORDERS

Lt. Donald S. Evans, orders modified. To Canopus.

Lt. Elmer L. Caveny, (MC), det. Augusta; to Nav. Hosp., Phila.

Lt. Comdr. Edward M. Harris, Jr., (MC), det. 4th Marines, Shanghai; to Nav. Hosp., Great Lakes.

Lt. Robert S. Ford, det. Panay; to Monocacy.

Lt. Charles O. Glisson, det. Nav. Ammun. Depot, Cavite; to Baldwin, Long Island.

Ens. John L. Foster, ors. modified. To Dest. Sqdn. 5.

Lt. (jg) William E. Moring, (SC), det. Canopus; to NYd., Charleston.

October 19, 1937

Lt. Horace W. Blakeslee, det. command Ontario, Dec.; to navigating off. Chaumont.

Lt. (jg) George F. Stanish, det. Nav. Air Sta., Pensacola; to Northampton.

Lt. (jg) Charles W. Travis, det. Tuscaloosa, Dec. 18; to c. f. o. Warrington and on bd. when comm.

Ens. Charles D. Lewis, det. Memphis; continue trmt. Nav. Hosp., San Diego.

Lt. Comdr. Henry A. N. Bruckshaw (MC), to duty involving flying, Nav. Air Sta., Pensacola.

Lt. Comdr. Ernest Ward (MC), to duty involving flying, Lexington.

Lt. Lawrence E. Bach (MC), det. staff Cdr. Crns., Scig. Force, Oct. 31; to Neches.

Lt. William T. Booth (MC), det. Neches, Nov. 4; resignation accepted, effective Jan. 4, 1938.

Lt. John H. Korb (MC), to duty involving flying, Ranger.

Lt. Comdr. Charles W. Brown (SC), det. supply off., Yard Bks., NYd., Mare Island, Oct.; to supply off. Indianapolis.

Lt. Comdr. Stephen R. Edson (SC), det. disb. officer, 15th N. D., Dec.; to supply off. Richmond.

Lt. Comdr. Henry H. Karp (SC), det. NYd., Wash., Dec.; to supply off. Antares.

Lt. Comdr. Clark H. Miles (SC), det. Naval Academy, Annapolis, Nov. 1; to c. f. o. Boise and on bd. as supply off. when comm.

Lt. (jg) Warren W. Whitelide, Jr. (SC), det. c. f. o. Enterprise; to Carrier Division Two.

Ens. Holman Lee Jr. (SC), det. Nav. Hosp., Pearl Harbor; to temp. duty 14th N. D., pending trial by general court-martial.

Lt. Comdr. Joseph B. Earnest (CHC), det. Idaho; to cont. trmt. Nav. Hosp., Mare Island.

Mach. Julius H. Ford, det. Nav. Air Sta., Norfolk, Nov. 19; to 6th N. D.

Ch. Pay Ck. Charles E. Coleman, det. Pensacola; cont. trmt. Nav. Hosp., San Diego.

Ch. Pay Ck. John W. Nichols, det. c. f. o. Enterprise, Oct.; to Carrier Division Two.

October 20, 1937

Lt. Leon J. Barbot, det. Herbert, Nov. 20; to Nokomis.

Lt. (jg) William A. Thorn, desp. ors. Aug. 19 revoked; cont. trmt. Nav. Hosp., San Diego.

Lt. (jg) James C. Flemming (MC), ors. April 19 further modified; to Nav. Air Station, San Diego, instead of Saratoga.

Lt. (jg) William J. van Be, Jr., to duty Naval Dental School, Washington.

Lt. Comdr. Russell D. Calkins (SC), det. Norfolk, NYd., Dec.; to c. f. o. Honolulu and on bd. as supply off. when comm.

Asiatic Orders

Capt. John T. G. Stapler, det. Staff, Asiatic Fleet; to Cdr. South China Patrol.

Capt. Baxter H. Bruce, det. Staff, Asiatic Fleet; to NYd., Wash.

Lt. William B. Colborn, orders modified. To Yangtze Patrol (assign).

Lt. (jg) Archie T. Wright, Jr., det. Augusta; to Rec. Ship, New York.

Ens. George D. Good, Bu. Nav. ors. modified. To Dest. Sqdn. 5 (assign).

Lt. Comdr. Alfred B. Clark (SC), det. Black Hawk; to Rec. Ship, San Francisco.

Lt. Comdr. Daniel M. Miller (SC), det. Canopus; to NYd., Phila.

Pay Ck. Merwood R. Bishop, det. Black Hawk; to Rec. Ship, San Francisco.

Coast Guard Orders

Capt. H. R. Searles, det. San Francisco Division, effective about Nov. 1, 1937, and assigned to await further orders.

Capt. S. V. Parker, assigned as Commander, San Francisco Division, effective upon detachment of Capt. H. R. Searles.

Diat. Comdr. G. B. Lofberg, Ret., died in U. S. Marine Hospital, San Francisco, Calif.

Bosn. Wallace Macdonald, det. Champlain and assigned Ft. Trumbull Training Station.

Bosn. (L) H. S. Haas, det. South Manitou Island Station, effective about Nov. 1, 1937, and assigned Grand Haven Station as officer in charge.

Army Orders

(Continued from Page 149)

McPike, George G. Cressley, Clarence E. Crumvine, Russell H. Cooper, Ray L. Owens, John S. Gullet, Henry G. Woodward, John R. Morgan, Roscoe C. Wriston, Charles E. Thomas, Jr., James R. Jordan, James C. Shively, James C. Cluck, William N. Amis, Harold H. Carr, Rufus B. Davidson, Stanton T. Smith, Evers Abbey, Joseph P. Bailey, Clarence F. Horton, Raymond R. Brown, William J. McKiernan, Jr., Edwin R. Reynolds, David G. Lingie, Robert M. Webster, Sigmund F. Landers, Milo N. Clark, Harrison G. Crocker, Ned Schramm, Jesse A. Madarasz, Edward M. Robbins.

1st Lt. Roland O. S. Akre, from Mitchell Fld., N. Y., to Selfridge Fld., Mich.

2nd Lt. Ralph C. Rockwood, from Hawaiian Dept. to ACTC, Randolph Fld., Tex.

PROMOTIONS

Maj. Lotha A. Smith (captain), AC, to Maj. Maj. William S. Shuttleworth, DC, to Lt. Col.

Maj. James N. Williams, MC, to Lt. Col. 1st Lt. James B. Nichols, VC, to Capt. 1st Lt. Ray L. Bodine, Jr., DC, to Capt.

TRANSFERS

Maj. Farragut F. Hall, Inf. to QMC. Capt. C. Elford Smith, Inf. to QMC.

RETIREMENT OF ENLISTED MEN

The retirement of the following enlisted men is announced, effective Oct. 31 at the place indicated:

M. Sgt. Joel Coffy, DEML, New Haven, Conn.

Cpl. Crisanto Bajada, FA (PS), Ft. Stotsenburg, P. I.

1st Sgt. Edward P. Kadow, Cav., Ft. Des Moines, Iowa.

S. Sgt. Warren J. Real, Inf., Ft. Benning, Ga., with rank of 2nd Lt.

M. Sgt. George A. Scott, QMC, Presidio of San Francisco, Calif., with rank of 2nd Lt.

M. Sgt. Benny Witt, Cav., Ft. Knox, Ky.

M. Sgt. William J. Duffy, QMC, Ft. Bragg, N. C., with rank of 2nd Lt.

1st Sgt. Ricardo Pantonal, CAC (PS), Ft. Mills, P. I.

M. Sgt. Fred Voll, DEML, Ft. Humphreys, D. C.

RESERVES

2nd Lt. L. H. Dalton, Jr., Air-Res., from Selfridge Fld., Mich., to Randolph Fld., Tex. Maj. H. A. Scholle, Air-Res., to Washington, D. C.

Capt. W. A. F. Millinger, Air-Res., to Los Angeles, Calif.

Capt. F. L. Smith, Air-Res., to Washington, D. C.

2nd Lt. K. E. Baumeister, Air-Res., to Barksdale Fld., La.

Capt. A. H. Alcott, QM-Res., continued on active duty at Brooklyn, N. Y., until May 12, 1938.

2nd Lt. L. S. Walt, Air-Res., continued on active duty at Langley Fld., Va., for a period of six months, beginning Oct. 16.

1st Lt. M. L. Schwartz, Engr.-Res., to Washington, D. C.

1st Lt. H. J. Bell, Med.-Res., from Durango, Colo., to William Beaumont General Hospital, El Paso, Tex.

2nd Lt. C. C. Harris, Jr., previous orders revoked.

Previous orders of 2nd Lts., Air-Res., is revoked: C. R. Bullock, W. A. Hatcher, Jr., K. R. Kreps, J. H. Turner.

Following 2nd Lts., Air-Res., from March Fld., Calif., to Randolph Fld., Tex.: H. W. Gray, J. R. Kilgore.

Following 2nd Lts., Air-Res., from Barksdale Fld., La., to Randolph Fld., Tex.: E. S. Chickering, B. H. Warren.

2nd Lts., Air-Res., from Hamilton Fld., Calif., to Randolph Fld., Tex.: W. L. Hayes, Jr., E. L. Reid.

Capt. T. F. McManis, Den.-Res., from Ft. Des Moines, Iowa, to Army and Navy General Hospital, Hot Springs National Park, Ark.

1st Lt. R. L. Whitley, Sig.-Res., to Washington, D. C.

Following officers, Ord.-Res., to Washington, D. C.: Col. C. Field, Lt. Col. R. S. Tour.

Following promoted to grade after name: 2nd Lt. F. K. Paul, Air-Res., to 1st Lt.

1st Lt. T. E. Hayes, Ch.-Res., to Capt.

1st Lt. M. A. Koehler, FA-Res., to Capt.

1st Lt. F. C. Wojtanowicz, Engr.-Res., to Capt.

Weddings and Engagements

(Continued from Page 154)

Mr. and Mrs. G. L. Parker of 32-55 84th Street, Jackson Heights, N. Y., was married to 2nd Lt. Fred L. Walker, Jr., Inf., USA, son of Lt. Col. and Mrs. Fred L. Walker, Inf., USA, now stationed in China, on Oct. 9, 1937, at the Elmhurst Baptist Church, Elmhurst, N. Y.

The ceremony, performed by Rev. Cecil Kite, was followed by a dinner at The Dinner Bell.

Miss Lillian Ste. Germaine, of Washington, D. C., was the bride's only attendant. Lt. Harold Low was the best man.

Mr. and Mrs. Ralph A. Snyder announce the marriage of their daughter, Louise May Potter, to 2nd Lt. John Alfrey, CAC, USA. The ceremony took place at the Cristobal Union Church, Cristobal, Canal Zone, on Friday, Oct. 8, 1937.

Miss Catherine A. Starbird, daughter of Brig. Gen. and Mrs. Alfred Andrews Starbird, USA-Ret., was married to 1st Lt. James Leo Dalton, II, Inf., USA, at St. Patrick's Chapel, Burlington, Vt., on Saturday, Oct. 16, 1937. The service was performed by Ch. Walter F. Donoghue, USA.

The bride, who was escorted by her father, was lovely in a gown of eggshell velvet, made in princess style, with long sleeves and with a train. Her misty veil of tulle was edged with lace and fell from a halo cap of satin and lace. She carried a bouquet of Easter lilies, showered with lilies of the valley and tied with loops of tulle that gave the bouquet a veiled effect.

Miss Ethel A. Starbird, only sister of the bride, was the maid of honor. The bridesmaids were Miss Priscilla Brownell, Miss Katherine Dalton, sister of the bridegroom; and the Misses Jean Young, Janet Hill, Jane Bullard and Dorothy Oldfield.

Lt. Robert W. Fuller, III, served as best man for the bridegroom. The ushers were Lts. Kenneth DeWalt, William Renner, R. E. McCabe, W. B. Brown, Anthony Nogelo, and Lt. Alfred D. Starbird, brother of the bride.

A reception, following the wedding ceremony, was held at the home of the bride's parents.

The bride is a descendant of a long line of Army people. Her grandfather was Gen. George A. Dodd, and she is a great-granddaughter of Maj. Allan Grinnell Dodd, who was of the Union Army and who was killed at Petersburg. She is a direct descendant of Governor William Bradford of the Plymouth Colony, the first governor of Massachusetts.

Lieutenant and Mrs. Dalton left, following the reception, for Canada, and then will go to New York City from where they will sail on a cruise to Bermuda. After Nov. 15, Lieutenant and Mrs. Dalton will be at home at Plattsburg Bks., N. Y., where Lieutenant Dalton is now stationed.

Miss Olga Elizabeth Cook, daughter of Col. and Mrs. George W. Cook, MC, USA, of Plattsburg Bks., N. Y., was married Saturday, Oct. 16, 1937, to Lt. Harold Francis Drury, Inf.-Res., son of Mr. and Mrs. Herbert Drury of Draught, Mass. The wedding took place at four o'clock in the afternoon in the Post Memorial Chapel, Plattsburg Bks., N. Y., which was decorated with autumn leaves and white chrysanthemums.

The bride, who was given in marriage by her father, wore a fitted gown of white mother with a long train. Her tulle veil hung from a twisted velvet halo, and she carried a shower bouquet of white roses.

Mrs. J. H. Rothrock of Washington, D. C., sister of the bride was matron of honor. Her gown was of copper colored satin, and she wore a twisted halo of the same fabric with a nose veil. Miss Eva Drury, sister of the bridegroom, wore a turquoise satin dress with halo. Both of the attendants carried old-fashioned bouquets of gardenias.

Lt. Karol A. Bauer was best man for Mr. Drury; the ushers were Lts. T. A. O'Neill, W. J. Mullen, D. J. McMahon, J. D. Stanton, L. L. Wheeler, and R. W. Ripple, all of Plattsburg Bks. As the bride and groom left the church they passed under an arch of sabers formed by the ushers.

A wedding reception was held after the ceremony at the Officers' Club Annex, after which Mr. and Mrs. Drury left for a short wedding trip. They will reside in Malden, Mass.

Division Motor Fuel Problem

Ft. Sam Houston, Tex.—The induction of a new "streamlined" motorized combat division into the organization of the United States Army for a more effective national defense will bring an essential supply problem to be solved by officers of the Quartermaster Corps—that of maintaining an adequate system of gasoline supply to the modern combat unit.

Under the divisional set-up now in operation in the army a major problem during war would be the supply of hay and feed for the 4,000 horses and the 2,700 mules assigned to the infantry division when organized at War Strength tables—nearly 22,000 men and 6,700 animals.

The tentative tables of organization for the division which may be adopted as a permanent organization in the army as a result of the tests now underway at Fort Sam Houston and Leon Springs Military Reservation, 20 miles northwest of San Antonio, Texas, calls for the allocation of some 1,600 motor vehicles—no horses, no mules.

During the tests of the new division a total of 1,593 vehicles are being used to transport troops, weapons, radio equipment, gasoline, ammunition and supplies.

Beginning on November 8 the entire division will make a march 300 miles northward to Mineral Wells, Texas. On this trip to North Texas and return to Fort Sam Houston vehicles of the division will consume 130,000 gallons of gasoline—enough petrol to send 774 passenger cars scurrying across 3,038 miles of country from New York City to San Francisco, figuring 18 miles to the gallon of "gas."

Army statisticians are not strangers to this mighty problem of gasoline supply for even the present division has some 800 motor vehicles in addition to the horse and mule transportation.

But under the new division set-up the matter of gasoline supply has been stepped up to a rapid tempo.

Whereas the speed of the old division of World War days was slowed down to the rate of travel of the foot troops the new division is capable of carrying its entire force in modern, reliable, fast motor vehicles.

Under the old division set-up failure of gasoline to arrive on time would not prevent the division from reaching its objective. Horses can go without feed for a day or so—live off the land. But when there are no horses, only motors, the gasoline like the mauls, must go through. It is the lifeblood of the modern division on the march. Its up to the Quartermaster to see that it does get to the divisional vehicles.

During the test of the new division here the railroad of gasoline supply is at Fort Sam Houston. Railroad tank cars are shunted onto sidings at the railroad. Huge tank trucks, capable of carrying 500 gallons each unload the tank cars—carry the gasoline over a 30-mile supply route from Fort Sam Houston to the divisional gasoline distributing point at Leon Springs Reservation.

Regiments and other component units of the division are supplied with ten-gallon gasoline containers. Supply troops fill the cans from the tank trucks, carry gasoline back for use in vehicles assigned to various units.

This is the system employed when the division is engaged in combat. The problem of supplying gasoline to the division on the march presents other complications for the Quartermaster to solve with his slide-rule and statistics on the amount of gasoline consumed per mile by various types of motors.

With each day's advance made by the division, the railroad of gasoline supply must be moved forward.

Upon the supply officer's shoulders falls the job of arranging for railroad tank cars to be on an advanced railroad siding at the specific moment when tank trucks must begin shuttling gasoline to the trucks of the division.

In quoting Maj. Gen. Fox Conner regarding the Infantry Division reorganization

two weeks ago, the ARMY AND NAVY JOURNAL stated: "General Conner declared the antimotorized battalion is an excellent unit for attachment to the division but there is no need for the provision of antimotorized weapons in the front-line infantry battalions." This was in error and should have read "but there is need for the provision of antimotorized weapons in the front-line infantry battalions."

Infantry School Hunt

Ft. Benning, Ga.—The Infantry School Hunt, Lt. Col. Robert P. Williams, MC, USA, Master, opened its fifteenth season, Sunday morning, Oct. 17. In a colorful ceremony at the Polo-Hunt Club the Hunt was presented to Mrs. Asa L. Singleton, wife of the Commandant of the Infantry School, who made a graceful speech greeting old friends, welcoming newcomers and wishing a successful season to all followers of the sport.

Following the ceremony the field moved off in four echelons. The first echelon, led by Colonel Morris, and the children's echelon, led by Mrs. Brett, followed the hounds over the drag course taking its fifteen jumps. The second echelon, led by Major Henderson at a more sedate pace, followed a different course with no jumps, but had an interesting ride which gave opportunities to watch the hounds working. The fourth echelon consisting of motors was led by Col. Wade H. Halslip to vantage points along the course which afforded excellent views of the field in action.

The skies which had been threatening early in the morning cleared encouragingly and the opening hunt was declared a success by all who participated.

The Hunt Staff for the year 1937-1938 consists of the following: M. F. H., Colonel Williams; Whippers-in: 66th Inf., Lt. Col. William H. H. Morris; Infantry Board, Mrs. Sereno E. Brett; Academic Dept., Maj. Harry Henderson, Capt. Earl G. Bergquist; 24th Inf., Maj. Don M. Scott; 83rd FA, Capt. Edmund F. Searby; School Stables, 1st Lt. David H. Buchanan; 29th Inf., 2nd Lt. Frederick H. Gaston, Jr.

Army Escorts President

President Roosevelt, when he attended the 250th anniversary celebration of the settlement of Poughkeepsie, N. Y., on Wednesday, Oct. 13, was received by an escort of honor formed by troops of the Sixteenth Infantry, from Governors Island, N. Y.

Commanded by Capt. Edward J. O'Neill, Sixteenth Infantry, the Army complement included the regimental band and the drum and bugle corps of the Sixteenth Infantry and composite Company "F," Sixteenth Infantry, consisting of three officers and 72 enlisted men.

Purchase of Air Corps Equipment

Secretary of War Woodring, announced this week the following awards of contracts:

To the Pump Engineering Service Corporation, Cleveland, Ohio, in the amount of \$66,395.40, for the procurement of 200 vacuum pumps for installation on airplanes now in process of manufacture.

To the Electric Storage Battery Company, Cleveland, Ohio in the amount of \$104,400.45 for aircraft storage batteries. This contract provides 660 batteries which will be used in maintaining the airplanes now in service.

To J. Laskin & Sons Corporation, Milwaukee, Wis. in the amount of \$75,925.00 for procurement of shearing material to be used in the manufacture of winter flying garments.

OBITUARIES

Ens. Chauncey McNeill, USNR, son of Lt. Col. Chauncey S. McNeill USA-Ret., and Mrs. McNeill of Moorefield, W. Va., died in Walter Reed General Hospital, Washington, D. C., Oct. 9, 1937, following injuries received while on duty at the CCC camp at Alpena, W. Va.

Shortly after arriving in camp, before he had even unpacked his baggage, Ensign McNeill, was attacked by a drink-crazed enrollee who was looking for

another man. After a fight in which Ensign McNeill received a number of injuries, the enrollee was subdued and the state police called. Before the arrival of the police, the same man, armed with a knife, attempted to kill another enrollee. In going to the rescue of the second man, Ensign McNeill received a head wound from the effects of which he never recovered.

Col. Paul H. Weyrauch, USA-Ret., died at the Veterans' Hospital, Portland, Ore., Oct. 12, 1937, after a long illness.

Colonel Weyrauch was born in Germany and came to this country when he was 16. After serving with American troops during the Spanish-American War, he was commissioned a second

lieutenant in 1901. He retired in 1907 and settled at Walla Walla, Wash.

When the World War broke out he came back to active duty, organized a regiment of field artillery composed of eastern Washington and Idaho enlistments and spent 18 months in France to return with his own outfit as a Colonel. Later he was promoted to the rank of Brigadier-General, in the Washington National Guard, a post he eventually resigned because of failing health.

Colonel Weyrauch is survived by his widow, Mrs. Weyrauch who is the daughter of the late Lt. William Moffatt, 2nd Infantry, USA, and a son, 1st Lt. Paul R. Weyrauch, FA, USA. Two brothers also survive.

Births • Marriages • Deaths

(No charge for service notices in this column. Please notify promptly.)

Born

BARLOW—Born at the Station Hospital, Ft. Des Moines, Iowa, July 29, 1937, to 2nd Lt. and Mrs. John E. Barlow, FA, USA, a son, John Earl, Jr.

CUSTER—Born at Mercy Hospital, San Diego, Calif., recently, to Lt. and Mrs. Benjamin Scott Custer, USN, a son.

DAYHUFF—Born at Woodlawn Hospital, Rochester, Ind., Oct. 8, 1937, to Lt. and Mrs. C. H. Dayhuff (Jr.), Culver Military Academy, a son, Charles Hal Dayhuff, III, grandson of Maj. and Mrs. C. H. Dayhuff, Cav., USA-Ret., Jacksonville, Fla.

GOODSELL—Born at Ft. Sill, Okla., Sept. 21, 1937, to 1st Lt. and Mrs. Frank Q. Goodsell, FA, USA, a son, Peter.

HESTER—Born at Mary Fletcher Hospital, Burlington, Vt., Oct. 12, 1937, to 2nd Lt. and Mrs. David W. Hester, FA, USA, a daughter, Darrell Shirley.

JAAP—Born at Mercy Hospital, San Diego, Calif., Oct. 2, 1937, to Lt. (jg) and Mrs. Joseph Abraham Jaap, USN, a son.

OTTINGER—Born at Mercy Hospital, San Diego, Calif., Oct. 5, 1937, to Lt. (jg) and Mrs. George Malone Ottinger, USN, twin daughters.

Married

CAPRON-KLOMAN—Married at Puget Sound Navy Yard, Bremerton, Wash., Oct. 9, 1937, Mrs. Anita Isabel Stanton Kroman, daughter of Capt. and Mrs. F. J. Willie, USN, to Col. Paul Allyn Capron, USMC.

CHANLER-LAUGHLIN—To be married today, Oct. 23, 1937, at Washington, D. C., Miss Gertrude Laughlin to Lt. Hubert Winthrop Chanler, USN.

DALTON-STARBUCK—Married at Burlington, Vt., Oct. 16, 1937, Miss Catherine Andrews Starbuck, daughter of Brig. Gen. and Mrs. Alfred A. Starbuck, USA-Ret., to 1st Lt. James L. Dalton, II, Inf., USA.

DRURY-COOK—Married at Plattsburg Bks., N. Y., Oct. 16, 1937, Miss Olga Elizabeth Cook, daughter of Col. and Mrs. George W. Cook, MC, USA, to Lt. Harold Francis Drury, Inf.-Res.

HALL-ELDRIDGE—Married at Glen Ridge, N. J., Oct. 16, 1937, Miss Ann Foster Eldridge to 2nd Lt. Linscott Aldin Hall, CAC, USA.

RADER-GILBERT—Married at Waterville, N. Y., Oct. 15, 1937, Miss Eleanor Damon Gilbert, daughter of Maj. and Mrs. Walter James Gilbert, CAC, USA, of Ft. Hamilton, N. Y., to 1st Lt. William F. Rader, Inf.-Res.

THROCKMORTON - HIGGINS—Married at Flushing, N. Y., Oct. 16, 1937, Miss Regina Therese Higgins to 2nd Lt. John Lathrop Throckmorton, Inf., USA, son of Mrs. Ruth Throckmorton and Maj. Russell Throckmorton, Inf., USA.

TINLEY-WILSON—Married at Baltimore, Md., Oct. 16, 1937, Miss Mary Pollot Wilson, niece of Capt. Charles L. Leonard, USA-Ret., to 2nd Lt. Philip Cochran Tinley, Inf., USA.

VAN DER AUE-CHURCH—Married at Annapolis, Md., Oct. 12, 1937, Miss Frances O. Church to Lt. Otto E. Van Der Aue (MC), USN.

WALKER-PARKER—Married at Elmhurst, N. Y., Oct. 9, 1937, Miss Florian Adeline Parker, to 2nd Lt. Fred L. Walker, Jr., Inf., USA, son of Lt. Col. and Mrs. Fred L. Walker, Inf., USA.

WINTERS-FURKRADEK—Married at Pensacola, Fla., Oct. 8, 1937, Miss Helen Furkradek to Ens. Theodore Hugh Winters, Jr., USN.

YOUNG-HUTCHINSON—Married at Dobbs Ferry, N. Y., Oct. 15, 1937, Miss Marjorie B. Hutchinson, daughter of Mr. and Mrs. Guy

Hutchinson of Hastings-on-Hudson, N. Y., to Mr. Malcolm Young, Jr., son of Col. Malcolm Young, USA-Ret., residing at Santa Barbara, Calif., and Mrs. Robert Strahan, L. I.

Died

CRISP—Died at Washington, D. C., Oct. 21, 1937, Mrs. Lucy C. Crisp, wife of Rear Adm. R. O. Crisp, USCG-Ret.

DOUGLAS—Died at Los Angeles, Calif., Oct. 18, 1937, Charles Edson Douglas, who served in the World War as a major in the Engineer Corps.

DOWNING—Died at San Francisco, Calif., Oct. 12, 1937, Mrs. O. P. Downing, mother of Mrs. Edger, widow of the late Col. Benjamin J. Edger, Jr., and Mrs. Truby, wife of Brig. Gen. Albert E. Truby, USA-Ret., and Mr. Elliot H. Downing, formerly an officer of the Rainbow Division in the World War.

EMERY—Died at Buckfield, Me., Oct. 19, 1937, Mrs. Howard Emery, wife of Comdr. Howard Emery, USCG-Ret.

GOODRICH—Died at the Sternberg General Hospital, Manila, P. I., Oct. 18, 1937, Maj. John D. Goodrich, QMC, USA.

HARRINGTON—Died at Yonkers, N. Y., Oct. 20, 1937, Rear Adm. Purnell Frederick Harrington, USN-Ret.

HOGAN—Died at the Army and Navy General Hospital, Hot Springs, Ark., Oct. 16, 1937, Lt. Col. David D. Hogan, MC, USA.

LOFBERG—Died at the U. S. Marine Hospital, San Francisco, Calif., Oct. 20, 1937, Diet. Comdr. G. B. Lofberg, USCG-Ret.

MAJOR—Died at Fayette, Mo., Oct. 17, 1937, Mrs. Samuel C. Major, widow of Congressman Samuel C. Major of Missouri, and mother of Mrs. Elizabeth Denny, wife of Lt. Comdr. Clifton Denny, USN-Ret., and Mrs. Sarah Cook, of Washington, D. C.

MALCOMSON—Died at his home in Detroit, Mich., Oct. 19, 1937, Mr. William George Malcomson, father of Lt. Comdr. Joseph E. Malcomson, (MC), USN-Ret.

MENZ—Died at San Diego, Calif., Oct. 6, 1937, Capt. James Mens, USA-Ret. Interment at Fort Rosecrans National Cemetery.

MURPHY—Died at New York, N. Y., Oct. 18, 1937, Col. Grayson M. P. Murphy, who was graduated from West Point Military Academy in 1904.

NICHOLSON—Died at the Ft. Stotsenburg Hospital, P. I., Oct. 14, 1937, Arthur Griffiths Nicholson, age seven, son of Capt. and Mrs. Arthur B. Nicholson, CAC, USA, after a brief illness. A brain tumor was the cause of death.

PAINTER—Died at New York, N. Y., Oct. 15, 1937, Mrs. Estelle Painter, wife of Mach. George A. Painter, USCG.

PELPHS—Killed in traffic accident at La Mesa, Calif., Oct. 14, 1937, Lt. Onie M. Phelps, USNR.

PRICE—Died at Ft. Thomas, Ky., Oct. 20, 1937, Maj. Louis H. Price, USA-Ret.

ROGERS—Died at Walter Reed General Hospital, Washington, D. C., Oct. 18, 1937, Lt. Col. Thornton Rogers, USA-Ret.

SCHELL—Died at Glendale, Calif., Oct. 13, 1937, Dr. Edwin Allison Schell, father of Lt. Edwin W. Schell, USN.

WALKER—Died at Washington, D. C., Oct. 14, 1937, Sgt. Norval W. Walker, USA.

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MERCHANT MARINE

Addresses Nat. Gd. and Reserves

Operations in China and Spain point markedly to the fact that a balanced military team is essential to success. Col. Adna R. Chaffee, (Cav.), GSC, told officers of the National Guard and Reserves in a talk at a meeting at Uniontown, Pa., Oct. 7. Colonel Chaffee had gone to Uniontown with Representative J. Buell Snyder, chairman of the House subcommittee on Military Appropriations. Chairman Snyder is touring Army posts and stations so as to be thoroughly familiar with service needs when appropriations are under consideration.

Excerpts from Colonel Chaffee's address follow:

War is abroad again in the world on a considerable scale. Every soldier looks to the operations of war to test and verify the theories, methods, and equipment which have been latest developed. War is the crucible in which these things are melted and the useful and efficient separated from the bad. All war is cruel; all war is ugly. In this country we hope the necessity may never again arise to engage in it. But, we must realize the possibilities, and, as soldiers, our duty is to be prepared to make the most successful war that it is possible to make whenever the country tells us to do so.

As to theories of war, the operations in China and Spain point markedly to the fact that a balanced military team is essential; that no one arm or branch of an Army in itself assures success. Decision cannot be gained alone either by the aviation, the artillery, the infantry, the tanks, or the cavalry.

It is again made apparent that infantry is still the principal arm and that the usage of the other arms including aviation, is ineffective unless they contribute directly to the objectives of the balanced military team. I believe the bombing of undefended cities, and the unnecessary killing of civilians does more to injure than to aid a Nation at war; and as yet, neither in China, nor in Spain after a year or more, have we seen the national will to resist broken by these operations. You cannot bomb or shoot a people into defeat. You must arrive, hold and occupy the places and things which are essential to their national life.

On the other hand, the infantryman on whom decision ultimately rests, cannot arrive in sufficient numbers to take over and command the situation in these days, unless he has auxiliaries.

The Air Corps and Cavalry are essential to operate in front and flanks to extend the infantry man's vision so that he can make plans and prevent surprise. The Air Corps and Artillery are essential to break down strongly organized defenses, to destroy his ability to move troops, to bring hunger to his armies, and destroy his munitions before he can set them against us. Bombardment aviation in its basic essentials is nothing more or less than very long-range artillery. A machine gun is capable of delivering 600 small shots per minute at ranges around a mile. The large cannon can deliver a shot every few minutes at a range of twenty miles. The bombardment airplane can deliver one or two very large shots per day at a range of several hundred miles.

Without mobile troops, either on horses or machines, which can go around organized resistance, and operate from flank or rear to hinder the enemy and embarrass and slow his getting away, the victory of the infantry would be incomplete.

Without food, soldiers cannot fight long. Without ammunition, their guns are reduced to pikes or clubs, and their airplanes are useless. All of the services of the Army which go to supply these things are, therefore, vital members of the Army team. Without communications, the transmission of orders and information would be slowed down, and the team could not work together.

It is the job of the War Department to constantly keep in mind these principles, to try out and adapt as many of our modern developments of science to them as are efficient, and to discard those which prove themselves too elaborate or complicated to meet the basic rough and simple usage of war.

Our national policy is one of non-aggression. Our military policy is accordingly a defensive one. Since we do not plan for war in any definite theatre, the peace Army must contain the nucleus of types of troops capable of operating in any terrain. While looking to the machine, we do not overlook the fact that the animal has proved and is today proving his worth in war. We do not maintain in peace all the forces ready for a war of magnitude. We do maintain a system under our wise National Defense Act, which will allow the country to pass from a peace to a war-footing with reasonable promptness and absence of lost motion. From this aspect we

see the Army team integrated into three components: The Regular Army, the National Guard, and the Organized Reserves. All are essential to the military security of the United States. Each has its part to do and its responsibility. It is the War Department's daily duty to study and perfect these components, to weigh their needs, and to recommend to the Congress the steps which should be taken for their support and improvement. The study of many years has shown that 165,000 enlisted men in the Regular Army, 210,000 in the National Guard, and 120,000 Reserve officers is the minimum personnel which the country should maintain in time of peace.

The Regular Army is the laboratory of military equipment, and the basic instrument upon which military training is learned. If its units are so small that regular officers are not taught the effective capabilities of platoons, companies and battalions, the National Guard will have poor instructors. If Organized Reserve officers on their two weeks' training period find only skeletonized units to command and to work with, their training becomes theoretical instead of practical. They might as well do it at home. Similarly the National Guard, whose mission requires rapid expansion, must have such strength that the influx of recruits will not seriously impair its efficiency for early utilization. And we must have at least a cadre of trained Reserve officers upon whom all work of organizing and commanding the great expansion of our war effort will fall.

We should have a reserve of essential items of military equipment to equip those troops which will be called upon first.

The War Department does not pull figures nor models of equipment out of thin air. They are the result of years of constant study, planning and amendment by experienced soldiers who are well divorced from personal interest, and who appreciate the value of a dollar.

The War Department is constantly striving to improve the equipment of the Army, to adopt new methods, inventions and devices that are sound. But at the same time it must insist that the basic essential of war is the trained man. No rifle, cannon, airplane or tank is effective without him.

Our expansion to meet war needs will bog down and fail if we do not keep the essential minimum of trained personnel in time of peace.

Your distinguished Representative in Congress, the Hon. J. Buell Snyder, is Chairman of the Military Subcommittee of the Appropriations Committee of the House. To him and his committee we annually bring the result of our study and plans, in the form of the War Department estimates. This committee has a most important responsibility to the country in shaping the War Department Appropriation Act. Under Mr. Snyder's guidance, that Committee accords the military arm of the National Defense most careful, painstaking, and comprehensive attention. It is a position of very great importance to all of us and to the country and I am sure you will agree with me that he is filling it with distinction.

Merchant Marine

To meet the imperative need of American shipping for new and faster cargo vessels, the United States Maritime Commission has brought out a preliminary design of a low-cost, economical steel cargo vessel for ocean transportation, capable of a speed of 15½ knots, which will make it nearly 50% faster than the majority of American flag ships of this type now engaged in foreign commerce.

The design represents the first of the standardized plans which the Commission is now developing for several types of ocean-going cargo and combination cargo and passenger vessels as an aid to owners and operators in the Commission's program for rehabilitation of the American flag merchant fleet. This standardization, through the benefits of duplicated production, is expected to facilitate construction and result in substantial savings in building costs.

Technicians of the Navy Department, Bureau of Marine Inspection and Navigation of the Department of Commerce, American Bureau of Shipping, and private shipbuilders and ship operators collaborated with the Commission in the preparation of the design for the standardized freighter. Seamen's representatives were consulted on plans for crew accommodations and expressed their approval of them.

The preliminary plans and specifications of this design have been issued to various operators, shipbuilders and pri-

vate naval architects, inviting their comments and suggestions for incorporation in this design, based on their experience, and their views as to weather such a vessel is suitable for their particular trades.

Suitable for operation on many of the 58 foreign trade routes on which American flag vessels travel, the new standardized freighter will be used by the Commission, after such comments and views of operators and shipbuilders, which are now being solicited, are incorporated in the specifications, in replacing the ships on its own lines as they become obsolete, and the Commission has made this design available to private ship operators for the same purpose in case they desire a vessel of this design. The government line vessels were built during the war-time program. Assuming the normal life of a ship to be 20 years, all of them will be obsolete by 1942, and 85 per cent of the entire merchant fleet of 419 vessels now engaged in foreign trade will be in the same condition at that time.

Incorporated in the design are rigid fireproof and safety standards, the latest improvements in ship construction and arrangement of machinery, the national defense features required by law, and provisions for commodious and ventilated accommodations for both officers and the crew. Occupancy of single rooms is to be limited to four and all quarters are to be located amidships above the main deck.

Known as the C-2 design, the specifications call for a steam-propelled vessel 435 feet long, 63 feet in breadth, with a load draft of 25 feet, a displacement of 13,900 tons, a cargo carrying capacity of 7,137 tons and a cruising radius of 13,000 miles. The vessel will carry 12 passengers and a crew of 46. The Commission is now adapting the design to Diesel propulsion, and the preliminary plans and specifications for this type of vessel will be announced shortly.

Sponsor Designated

The Secretary of the Navy has designated Mrs. E. E. Sheely of Guilford, Miss., as sponsor for the USS Mayrant, Destroyer No. 402, named in honor of her great-great-grandfather, Capt. John Mayrant, USN, who while a midshipman, led the boarders in the fight between the Bon Homme Richard and the Serapis, September 23, 1779.

The USS Mayrant is scheduled to be launched at the Navy Yard, Boston, Mass., February 1, 1938.

This vessel, the second one of that name, was authorized by the Act of March 27, 1934. The first was Destroyer No. 31, authorized in 1908 and sold June 28, 1935 to be scrapped.

Financial Digest

The condition of statement of weekly reporting member banks in 101 leading cities shows the following principal changes for the week ended October 13: An increase of \$40,000,000 in commercial, industrial and agricultural loans and a decrease of \$17,000,000 in loans to brokers and dealers in securities; an increase of \$173,000,000 in demand deposits-adjusted, and decreases of \$12,000,000 in time deposits and \$50,000,000 in Government deposits; and a decrease of \$85,000,000 in reserve balances with Federal Reserve banks.

Commercial, industrial and agricultural loans increased \$34,000,000 at reporting member banks in New York City and \$40,000,000 at all reporting member

FINANCE

banks. Loans to brokers and dealers in securities declined \$14,000,000 in New York City and \$17,000,000 at all reporting member banks.

Holdings of United States Government direct obligations increased \$13,000,000 in the Richmond district and \$6,000,000 at all reporting member banks. Holdings of "other securities" declined \$6,000,000 in New York City and at all reporting member banks.

Demand deposits-adjusted increased in all but one district, the principal increases being \$40,000,000 in New York City, \$27,000,000 in the San Francisco district, \$21,000,000 in the Kansas City district and \$19,000,000 in the St. Louis district, and the aggregate net increase being \$173,000,000. Time deposits declined \$5,000,000 each in New York City and in the San Francisco district and \$12,000,000 at all reporting member banks. Government deposits declined \$28,000,000 in New York City and \$50,000,000 at all reporting member banks.

Deposits credited to domestic banks declined \$45,000,000 in New York City and increased \$12,000,000 in the Chicago district, all reporting member banks showing a net decrease of \$35,000,000 for the week. Deposits credited to foreign banks declined \$5,000,000 in New York City.

Borrowings of weekly reporting member banks amounted to \$4,000,000 on October 13.

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Test Division Supply Problem

(Continued from First Page)

service and supply troops. Among these was the military police company (the M. P.'s.) which has been reduced to platoon and some of its functions taken over by the engineer battalion which now is a part of the command echelon. The signal company of the old division's special troops no longer is classified as a service unit. It now is a part of the new division's command echelon. The old Quartermaster regiment has been eliminated, its various functions having been taken over by the Quartermaster motor battalion and the service company of the new division.

The medical regiment has been reduced to a battalion. Whereas it formerly operated more or less as an independent divisional unit the medical unit now performs as an integral part of the service echelon. The new division has no tanks, all of these having been moved back to corps control thereby eliminating the old tank company of a division's special troops.

The service echelon therefore consists of a headquarters company, Quartermaster motor battalion, Q. M. light maintenance company, Q. M. service company, ordnance company, medical battalion and division band.

These are the units charged with the supply, general service transportation, hospitalization and evacuation duties for the new division, unified to attain a single goal, effective supply and service to combat troops.

At war strength the echelon has a manpower of 108 officers and 1,842 enlisted men. Completely motorized it has 35 passenger cars, 86 motorcycles and 361 trucks.

The new division planners have definitely cast out the old regimental combat and field trains. Gone are the slow, plodding mule-drawn combat and escort wagons which delayed a division's progress. The formation of the service echelon does not mean, however, that regiments and other component units of the division have been relieved of all responsibility for its supply service. Each component regiment, or similar division group, still has its combat train—vehicles which carry a one day's supply of ammunition and the portable kitchen equipment. In some situations a regiment will even be called on to form up a truck train similar to the old field train to carry baggage and rations. High military authorities have decreed that no unit will constantly be called on to have in its columns enough trucks to perform all the duties now carried out by regimental combat and field trains. Different situations will call for different supply methods. The whole idea is to eliminate the necessity for any combat unit to habitually burden itself down with an excess of supplies and impediments. Combat groups must be free to move easily and with rapidity from one scene of action to another. The speed of present day vehicles greatly facilitates the delivery of supplies—cuts down on the amount which must be carried in a troop column.

No final decision has been reached thus far regarding the method of employing the supply delivery facilities of the service echelon. Several methods are being given practical field trials during the tests, each procedure varying according to the exigencies of the different tactical situations encountered.

In more stabilized conditions of fighting when troops are not on the move the trucks of the service echelon will deliver supplies of rations and ammunition from the railhead to the division distributing points, there to be picked up by trucks organically assigned to regiments and handed to smaller units.

Another time when regiments and other component divisional units are using vehicles assigned to them it will be necessary for service echelon vehicles to deliver supplies all the way to front line troops. In other situations where service trucks are being employed in hauling soldiers, and where the distance from the zone of action to the railhead is short, regimental and other combat groups will be required to haul their

own supplies from railhead to their respective units.

Still a different situation would be encountered on a long march when it is necessary to use all division vehicles for speedy motor movement of soldiers. In this case the railhead of supplies would constantly move forward. Service echelon trucks would haul soldiers forward unload, then return to the railhead and bring up the supplies for the troops. This has been termed the "shuttle system."

An essentially new military unit putting in its appearance as a part of the service echelon is the Quartermaster motor battalion, a unit which was created as a result of motorization. It is the division's "ace-in-the-hole" motor pool of nearly 300 trucks and passenger cars.

It is, as its name implies, the service train of the division. Organized with five truck companies and one car company, this all-important unit is responsible for a number of services, among them the delivery of rations, gasoline, oil, and ammunition from railhead to distributing point, and in some cases all the way to front-line units.

When organic vehicles of combat organizations are transporting troops the task of insuring safe delivery of essential military commodities to the front is delegated to the motor battalion. When it becomes necessary to move the entire division to a new battle scene by truck, the motor battalion is called on to supplement the available unit trucks to assist in troop movement. The battalion forms a flexible reserve which can be used for any number of details. It fits into the military plan of using all division vehicles, regardless of assignment, to accomplish the commander's plan of action.

The old divisions ordnance company, part of the special troops, has been brought into the service echelon—remains essentially the same except that its equipment has been "streamlined." This company is responsible for the division's armament. It must keep workable weapons in the hands of soldiers at all times. It has a force of five officers and 100 men who work in five different sections.

The armory section has two small arms trucks in which are carried 30 caliber machine guns, Browning automatic rifles, pistols and rifles, weapons to be issued as replacements for those put out of commission during a one day's intensive battle. Expert repairmen work in field ordnance shops near the combat zone to keep weapons in shape.

The artillery section carries a complete set of spare parts for all caliber guns from the 37 millimeter cannon to 155 millimeter howitzers; extra artillery sighting and fire control instruments—is equipped with hoists and tools to make all minor artillery repairs in the field.

The service section has a six ton wrecker truck capable of lifting and towing any gun or vehicle in the division to the field shops for repair. Equipment includes a machine truck, welding truck and bench and tool truck. The other two sections are automotive supply and headquarters.

Formerly the extent of field repair work was limited because the ordnance shops were mounted on trucks. Now the company is equipped to bring a complete electrically driven forge and machine shop to the rear of the zone of action and completely unload and establish ground shops within 30 minutes. By unloading machinery the unit can release its trucks to assist in transporting ammunition.

With the advent of a division which has some 1000 motor vehicles naturally has developed the need for a great amount of automotive repair work in the field. The bulk of this work is placed on the shoulders of the Quartermaster light maintenance company which is divided into three platoons. It establishes a field motor garage 15 to 20 miles in rear of the zone of action. Each platoon is provided with wrecker trucks used to haul disabled motor trucks from the front to the rear shop

installations for minor repair work requiring 8 hours or less work.

The Quartermaster service company is the unit which provides and directs laborers for the operation of ammunition distributing points, the loading and unloading of trucks at railheads, warehouses and distributing points. It also furnishes guides at control points who direct trucks, arriving from the front, to distributing points, ammunition dumps or railheads. These guides also direct supply trucks from the rear to centers of distribution in the zone of action.

Letters to the Editor

Mr. Hubbard on the Far East—

Editor, ARMY AND NAVY JOURNAL:

In this morning's San Francisco Chronicle appears a news despatch from Washington, quoting Mr. Wm. Hubbard, President of the Navy League, on the Japan situation.

Mr. Hubbard advances the idea that the United States Fleet should be ordered immediately to the Philippine area to cut off Japan's lines of supplies. Later he modifies it with the statement that this line of action is dependent on its success by the cooperation of the British Navy so that bases for the United States Fleet in that area are assured.

This statement will naturally be quoted in the Japanese press, where more weight will be given it than its source deserves.

It would seem that at this time every effort should be made by responsible people to allay, rather than irritate a serious situation. Despatch of the Fleet to eastern waters at this time would be tantamount to a hostile move, one that would swiftly bring war. Its despatch would be suicidal without bases. It is deplorable that the head of the Navy League should issue such a provocative, ill-timed and illogical statement. We have units of our Fleet, and the Fourth Marines, subjected to stray shells and bombs at the time Mr. Hubbard is waving his firebrand. Certainly his statement is one fraught with danger to them. Mr. Hubbard should retract his statement, and leave future pronouncements to the State and Navy Departments. Surely no qualified naval or military expert can subscribe to his findings.

Sincerely,
SENIOR OFFICER.

Engineering Watches

Editor, THE ARMY AND NAVY JOURNAL:

On page 551 of your issue of March 6, 1937, in an article entitled, "Ship Engine Watches," appears a statement that "Throughout the duration of the battleship circumnavigational cruise, all engineering watches were stood by warrant machinists."

That statement and the others that precede it, and follow it, in the above editorial are quite wrong, as I know full well, having been an engineer watch officer on board the SS Kearsarge during the entire cruise referred to.

We left Hampton Roads with one Lieutenant as Chief Engineer, another Lieutenant as First Assistant Engineer, and an Ensign as Second Assistant Engineer. We stood a watch in three, and the two commissioned assistants took two of these three watches, the third watch being stood by the chief warrant machinist.

Later in the cruise, the First Assistant Engineer was transferred to Chief Engineer of another ship, so that we completed the cruise with only two commissioned officers in the engine room, but the junior of these two stood a regular watch the entire cruise.

I know this because the writer was that junior officer.

I also know that a similar procedure was followed on a great many other ships, although I can not give you specific details as to how many commissioned officers stood watch, but I am quite certain that there must have been a great many, at least one and probably two, on every battleship. If I am not mistaken, it was very seldom that an engineer officer stood more than a watch in four.

In addition to the above, there were in those days, Passed Midshipmen, and, as a rule, at least one, and sometimes three

of these were detailed to the engineer force, and in many cases stood watch, and, after some experience, were detailed in charge of watches.

The training acquired by these many young officers during active watch duty in the engine room must have been valuable to the Naval Service because it was only a few years after this that many of these young men were the Chief Engineers of the battleship fleet. If I am not greatly mistaken, the last two Engineers-in-Chief of the Navy had this very experience, one of them on the battleship world cruise, I think.

LOGAN CRESAP,
Commander, USN-Ret.

A Proposed Selection Solution

Editor, ARMY AND NAVY JOURNAL:

I believe that the crux of the matter in regard to stagnation and increased age at which officers are being promoted lies in the stagnation at the top. There is a very simple solution to remedy this situation. It lies in limiting the number of Captains and flag officers on active duty. It can not be denied that at the present time many Captains and flag officers are holding positions that are not commensurate with their rank. A perusal of the Directory should indicate that the following positions only should be held by flag officers on shore.

Chief of Naval Operations.
(Continued on next Page)

Status of Promotion

ARMY PROMOTION STATUS

Promotions and Vacancies on the Promotion List (Cumulative) since October 15, 1937.

Last promotion to the grade of Colonel—John A. Crane, FA, No. 38. Vacancies—None. Senior Lt. Colonel—John A. Warden, QMC, No. 39.

Last promotion to the grade of Lt. Colonel—Rafael L. Garcia, P8, No. 62. Vacancies—None. Senior Major—Elliott H. Freeland, CAC, No. 63.

Last promotion to the grade of Major—Lotha A. Smith, AC, No. 111. Vacancies—None. Senior Captain—Horace L. Porter, CE, No. 112.

Last promotion to the grade of Captain—Joseph G. Hopkins, AC, No. 207.

Last promotion to the grade of 1st Lieut.—John B. Richardson, Jr., Inf., No. 233.

Non-Promotion List

Maj. James N. Williams, Medical Corps, promoted to lieutenant colonel.

Maj. William S. Shuttlesworth, Dental Corps, promoted to lieutenant colonel.

1st Lt. Roy L. Bodine, Jr., Dental Corps, promoted to captain.

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Letters to the Editor

(Continued from Preceding Page)

Chief Bureau of Navigation.
Chief Bureau of Ordnance.
Chief Bureau of Aeronautics.
General Board (three).

Naval Districts, eleven (4 Atlantic, 3 Pacific, 1 Great Lakes, and 3 in outlying districts).

Superintendent of the Naval Academy.
President of the Naval War College.

This makes a total of 20. At sea, 22 flag officers are ample to man the fleet competently.

All other flag officers not so employed should be placed on furlough at half pay. If, after two years, they are not employed, they should be forcibly retired. This would require that approximately 14 flag officers would be on furlough at all times. Similar limitations should also be placed in effect for Captains. All Captains who have been passed over by the Selection Board should be placed on furlough immediately. This system would cause no undue humiliation to officers who have already arrived at flag rank, and the Captains involved would, in most cases, al-

ready have been passed over and would certainly not be caused any further humiliation by the operation of such a system. The result would be a much more rapid flow of promotion and would permit officers to gain valuable experience in higher commands and would allow them to fill more responsible positions at a much earlier age than under the present system.

A system quite similar to this is, of course, known to be in effect in the British Navy and from a very wide personal acquaintance with officers in the British Navy, I know for a fact that it is well thought of by the officers themselves, who consider it the most reasonable and logical method of bringing about a healthy flow of promotion particularly in the assumption of responsibility and for a more efficient training of officers in the duty of high command.

In regard to the proposal of Admiral Sims, I personally would prefer the system as advocated in an article in the "Naval Institute" a few years ago prepared by Captain Cook, which article was based upon conclusions reached by quite a large group of officers on duty in Wash-

ington after numerous discussions in regard to the matter.

The Selection Question

Editor, ARMY AND NAVY JOURNAL:

I realize that straight seniority creates an impossible situation, and that many suggested modifications are either entirely beyond the limits of reasonable cost, or work undue hardship to some groups even though helpful to others. I suggest the following:

1. Continue selection to Major (Lt. Com., USN) and above.
2. Involuntary retirement only after completion of 30 years and one day of total service (Counting all service now included in computing pay of the officers retired.)
3. Extend "Extra Numbers" system now provided for captains to include Majors (Lt. Comdrs.) of 21 years service and Lt. Coms. (Comdrs.) of 28 years service up to the limits of maximum strength in those grades now provided for the Army.
4. Continue legal eligibility for consideration for selection up to 30 years service for all ranks to include Lt. Coms.

(Comdrs.)

5. Provide that the grade of Colonel (Capt., USN) may be increased to a maximum of 6% of the total commissioned strength as now provided for the Army, in order that Lt. Coms. (Comdrs.) of over 28 years service may, if selected, be promoted to Colonel (Capt., USN.)

6. Make physical examinations of officers of over 45 years of age very rigid.

7. Provide that any officers passed over by only one board in any grade and promoted as a result of the findings of the next succeeding board be placed in the position on the lineal list of the grade to which promoted that he would have occupied had he been selected by the first board. Make this provision retroactive, but not to the extent of causing automatic promotion to a still higher grade.

The above suggested modifications may be applied in part; but taken as a whole, and as modifications of the present system, they would provide a unified promotion system which, while retaining the best features of the present system, including rapid progress to high rank for the exceptionally capable, would eliminate most of the more serious objections to the present system and save the retired list from the danger of arbitrary cuts either in strength or in pay.

Editors, ARMY AND NAVY JOURNAL:

One of the greatest benefits that came out of the World War is the War Risk Insurance and those of us who carry the convertible policy have a very great satisfaction in knowing that our widows or dependents will have at least \$57.50 a month for twenty years, providing we have a ten thousand dollar policy. Why should we be limited to this amount, and why can not an officer or enlisted man be given the privilege of carrying double or even triple this amount of Government Insurance if he cares to? The government urges officers and enlisted men to avail themselves of this insurance, so it is assumed an authorized increase in the amount to those who care to take it would only be equivalent to an increased number of individuals carrying the present limited policy. In fact the government is quite liberal as to membership and extends the privilege to the Reserve and National Guard.

A young man coming into the service for a career can at the age of 44 years or younger have completed his payments on a 20 year payment or endowment. He still has time (20 years) to take out another policy and is perhaps better able financially to do so than at the time of his original policy. In fact many of us were about that age when we converted our policies after the War.

We who are approaching the retirement age, have of course no personal interest in this as we are too old to start another policy, but can see the wisdom and advantages of such a protection to our dependents and only wish we could have had the advantages of such when we entered the service years ago. Especially can we now see this, when after years of saving many of us see our investments that appeared safe when made, now worthless. So it is easily possible for any officer to carry in his career double or possibly triple this insurance thereby leaving his dependents \$115.00 or \$172.00 per month for twenty years after his death. Why not revise the present War Risk Insurance laws and give us this privilege for the good of the Service. True it may be said we can avail ourselves of civil or old line companies, but if a little government insurance is good why is not more of it better.

Colonel.

Voluntary Retirement

Editor, ARMY AND NAVY JOURNAL:

Allow me to congratulate the Journal for the introduction of section 3(f) of Navy Personal Bill HR 7800, retirement from active service, upon own application, after fifteen years service.

This alone, may not be the answer to the problem, but it appears, that it is the first step in relieving a situation of this nature, which has already received so many complex proposals.

Lieutenant, USN.

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